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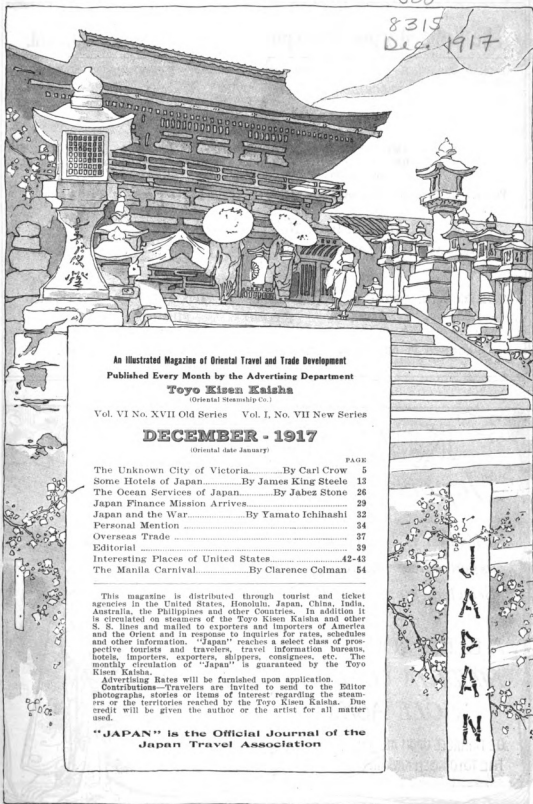


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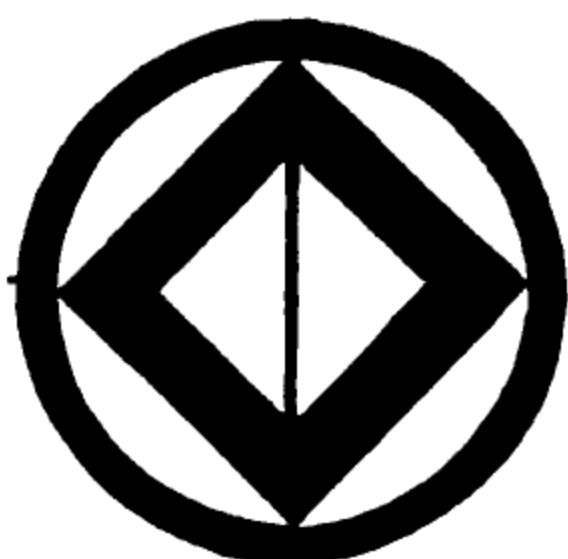
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THE UNKNOWN CITY OF VICTORIA

By CARL CROW

AFTER being welcomed by the beautifully wooded and grassy shores of Japan, the traveler finds especially forbidding the bare bleak hills which border the southeastern coast of China. In their grey barrenness they give no hint of the fruitful valleys and teeming population which they shelter. Tradition has it that in former years these hills were covered with forests and the shores were green and inviting. But in past centuries the ravages of pirates and buccaneers of many nationalities drove the population back from the troubled coast and the hills were stripped of every vestige of trees, the wood being used for fires. Nowhere, except in other parts of China, can be seen such a striking and deplorable example of deforestation. As the steamer from Japan or from the ports of North China approaches these coasts, islands as bleak as the shore appear. One is not surprised to learn that they are known as the Ladrões, or Thieves Islands, for there is about them an aspect so drear and forbidding that none but one fleeing from justice would look to them for residence.

The Portuguese navigators gave the islands their name centuries ago and it clings to them by right as well as by tradition, for pirates still find refuge there and venture forth on rare occasions to successfully attack honest Chinese junks and small steamers. In the many small inlets of these islands the lawless fleets may at their leisure prepare for attacks, certain that no honest boat will venture near their shores. Passengers on the trans-Pacific liners or on the smaller coast boats which run from Shanghai to Hongkong may here

enjoy the thrills of traveling through a pirate infested sea. But they do it without danger, for many years ago the pirates of the South China Coast learned their limitations and they now confine their efforts to the slow going vessels manned by their own countrymen.

The vessel threads its way through the crooked and narrowing passages. Except for a few sea birds and perhaps a distant junk there is not a vestige of life to be seen. Then, as suddenly as with the lifting of a curtain, a point is rounded and there comes into full view the enchanting panorama of Hongkong harbor. Great vessels are at anchor and the water is dotted with the brown sails of hundreds of Chinese water craft. The steamer moves a little farther on and what was seen at a distance as a grey speck on the shore is revealed as a city—one of the most beautiful in the world. It is a city which thousands of travelers have held in memory for a lifetime, and yet not one of a hundred of the travelers ever learned the real name of the place. It is the city of Victoria, metropolis and seat of the government of the British colony of Hongkong, but commonly and erroneously given the same name as the colony. But there is no city of Hongkong. Few letters are ever addressed to Victoria and the name rarely appears except in official documents. No other city in the world is so consistently "called out of its name."

The vessel finally drops anchor in the harbor, for there are no docks for trans-Pacific liners. Victoria, the beautiful, looks down from the heights and on the other side of the harbor lies the mainland

of China. Innumerable little Chinese boats, gaily colored, and propelled by a single oar, rush from all points and are clustered about the steamer almost before the propellor blades cease to move. They have come to carry passengers and baggage to the shore. The shouting and screaming as they jostle each other for position, the haggling over fares, the arguments of a hundred porters as they invade staterooms and carry out trunks and hand baggage all give an air of confusion even greater than that one meets at other ports of the Far East. One who encounters this human whirlpool for the first time is certain his bags will be lost, that he will be separated from his companions and that he will reach shore only at the risk of life and limb. But in an incredibly short time the confusion resolves itself into orderliness and passengers and baggage are landed on the streets of Victoria.

Perhaps the principal reason why so many people fail to differentiate between the colony and the city is that the colony, aside from the city, amounts to very little. The whole island is but ten miles long and has an area of less than 30 square miles. It is covered with hills which in the world renowned Peak reach a height of 1825 feet. The granite hills are as bare of vegetation as are the hills of the China Coast and not more than one-twentieth of the area can be cultivated. But in the crevasses where a bit of soil is lodged, and along the banks of the many turbulent little streams, plant growth is luxurious and the island is a real paradise of the botanist. The *Flora Hongkongensis*, published in 1861, listed and described 1056 species which are to found on the island, a greater number than can be found in any other similar area in the world. Except for a few who live in the small villages and at the factory settlements outside the city

limits, the entire population of the island resides in Victoria, a site which was selected because it dominated the harbor and offered a greater level area than could be found in any other part of the island.

But this level area was long ago outgrown and the town was extended by filling in the sea and by climbing the mountainside. The principal business streets of the city are on ground which was made by filling in the sea and in the back the hills have been terraced, spanned by a cable tramway and covered with houses and villas to the very top. The city is really

built in three layers. On the bottom layer, the level portion, there are a number of business streets, the principal one being Queens Road, which extends five miles, from one end of town to the other. In the center are the landing wharves and the principal business houses, while on both sides are the residences of the Chinese. Above, a few minutes' climb up the side of the hill, are to be found the Government House and other public buildings and residences of the more prosperous of the Europeans. The third layer is at the top of the Peak, where those who can afford it build summer homes to escape the heat of the lower levels. Near the top is the fine residence of the Governor of Hongkong, one of the



The statue of King George is one of the impressive public monuments of Hongkong.

most important officials on the British colonial list.

The view from the top of the Peak, which can be reached by tramway, is an inspiring one, and the trip to the top is full of interest. The cable tramway goes up such a steep grade that in descending the passengers must ride backwards. Otherwise they would be pitched forward out of their seats. At the top of the Peak one can see one of the most wonderful panoramas in the world. Just below, the hill falls away in steep inclines, but beau-

tifully terraced and traversed by winding roads and paths which reach the lower levels by easy grades. A ride to the top of the Peak, followed by a brisk walk to the bottom along the easily graded roads, is the favorite form of exercise of many residents. The walk uphill is not so popular. The greatest ingenuity of architect and road builder have been called into use in making habitable this steep side of a granite rock and the outlines of their work have been covered and softened by the flowers and ornamental plants which grow so generously in this damp warm climate, when given an opportunity to

the gayety of Shanghai, the ancient grandeur of Peking, the quaintness and color of Japanese cities, but it abounds in that kind of orderliness, beauty and generous proportions which delight the heart of the Westerner by reminders of his home land. The streets are clean, well paved and busy. The buildings are of an architecture peculiar to the Anglo-Saxon tropics, where one must compromise with the sun. No other city in the Far East and few in all the world are more imposing in appearance when viewed from the water front. Above all, it is an inspiring example of what can be done through the indomitable spirit of



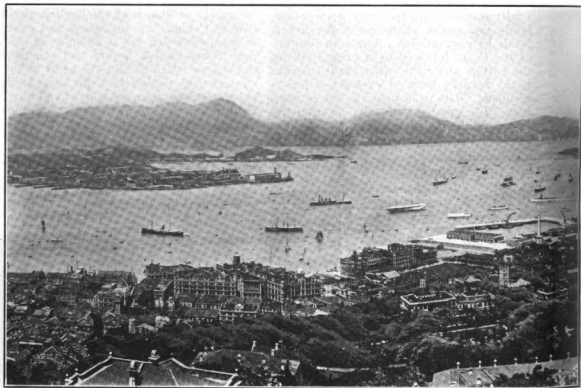
The streets of Hongkong present a never-to-be-forgotten picture in which the people of all nations mingle. The engraving shows one of the principal streets.

sink their roots in soil. Beyond the city, as viewed from the Peak, lies the harbor, and at this distance the great steamers look like row boats while the brightly colored small boats with which the Chinese water population dot the harbor, resemble nothing so much as brilliantly colored water beetles, swimming lazily. On a bright, clear day, a grey speck, which is Canton, can be seen eighty miles away.

To the American and European, Victoria is the joy of the Far East. It lacks

the Anglo-Saxon pioneer. One must travel far to find a spot where such unpromising and ugly barrenness has been turned into such great beauty.

It is difficult now to vision the naked rock which was Hongkong when the British took possession of it. Before 1840 it was only one of the Thieves Islands, distinguished from that group only by the fact that it lay nearest the mainland of China and for that reason was the favorite refuge of thieves, murderers, pirates and



Here are gathered the ships of all nations, for Hongkong is one of the greatest shipping ports of the world. Just across the narrow strait is old Kowloon, which is fast becoming one of the great industrial centers of the Far East.

smugglers who found it advisable to flee from the mainland.

Then the British took possession of it, through the terms of the Treaty of Nan-king, and the crafty Chinese diplomats chuckled at the stupidity of the foreigners who thought a wave washed rock, without desirable inhabitants or arable land, could be of any value. For many years the Chinese seemed to be right and the British wrong. Hongkong was a pesthole, and the bleak hills hinted of the death and disease which lurked on the shores beneath. The mortality was appalling. In 1842 and the years which followed, the governor had to report to the young Queen after whom the city was named that Victoria was the most pestilential city in all her dominions. A single man-of-war stationed in the harbor for a few months lost half her complement of men and was obliged to recruit 160 sailors from the merchant service. Though there were only 1500 men in the local garrison, the number of admissions to the hospital was 7800, which means that every man had been admitted five times. In less than two years one regiment of 700 had lost 257 men. In a

single year the governor fell ill and went to Chusan for his health; the Colonial Secretary went to Macao for the same reason; the Surveyor General returned to Europe; the Engineer was driven to Macao to escape a fever; the Chaplain took refuge in Manila; the Chief Justice, who was very ill, lost his daughter; the Civil Surgeon and the Treasurer resigned because of ill health. Every vessel from Europe brought out new soldiers and officers and took back news of deaths and disease.

For many years there was a constant campaign to induce the authorities to evacuate Hongkong and give the island back to the Chinese. A high official reported: "Nothing is more significant than the change of tone adopted by the merchants. Not one of those with whom I have conversed entertains the smallest hope of maintaining Hongkong as a commercial station; it is simply a question of avoiding any further engagements, and of losing as little as possible beyond what has already been lost. The reduction of the forces in garrison, and the daily departures will complete the general collapse." In spite of the general pessimism about the



The above engraving gives some idea of the way the rugged slopes of the Peak have been built up. Handsome residences set in beautiful park-like grounds are connected with each other by gently sloping walks.

future of the colony, there was one element which doggedly persisted in hanging onto it. They remained in the colony, optimistic without reason, but year by year conditions grew better. It was common in those days to blame the climate for all unhealthy conditions and the climate of Hongkong came in for as much censure as was ever visited on the climate of any spot. It is obvious that a great many nasty things can be said about a climate characterized by a rainfall of 90 inches a year, and by tropical heat during a great part of that period. But when the colony was properly drained, the streets paved and a sanitary supply of water provided, the climate lost its terrors and Victoria became what it is now, one of the healthiest cities in the Far East.

In the meantime there were improvements in the trade of the place. Macao, the ancient Portuguese colony a few miles distant, had hitherto been the headquarters for foreigners doing business in China. But the Portuguese authorities levied exacting duties on goods entered there for trans-shipment and exacted heavy harbor dues of all vessels which anchored in

protection of the guns of the Macao forts. Hongkong was, from the first, a free port, but Macao maintained its prestige. Trading houses declined to move from the healthy Portuguese colony to disease-stricken Hongkong. The expected influx of Chinese traders from Canton did not develop, owing to the opposition of the Chinese authorities. The only Chinese who came were the thieves and other bad characters who had formerly found refuge on the island.

But as sanitation was improved, the advantages of Hongkong's commodious harbor and duty-free port began to be appreciated. One by one the traders removed their establishments from Macao to Hongkong and the Chinese followed them. Since the first few years the Chinese population has by great odds outnumbered the European and some of the Chinese living under the protection of British law, have gained great fortunes and fame. At least one of them has been knighted by the British sovereign and stands high in the councils of the government.

To the newcomer one of the most interesting bits of local color in Victoria is fur-

nished by the chair bearers. In the level streets of the cities of North China the swifter and more comfortable rikshas have driven the chair carriers out of business, but a riksha in Hongkong's hills would be of little use. With the temperature soaring, the exiled Anglo-Saxon dislikes mid-day hill climbing and the chair bearers would be missed more keenly than the street car line which traverses the level streets along the shore.

The chair bearers are waiting for you when you land on the wharf. They are usually clean and always sturdy, for no pair of weaklings could carry a full-grown man at a trot under the glare of a noon-day tropical sun. The public chair coolies are rather uniformly garbed in well-worn and well-washed cotton of blue and white. But everyone who is anyone in the colony maintains his own chair and carriers, four in number, for the wage of a coolie is small and there is no more effective way of showing that one's station in life is, to say the least, not the lowest. Custom decrees that the Governor of the Colony be allowed the distinction of six chair bearers and all others, being limited as to the number of coolies, compete with each other in providing gorgeous livery. There are stripes and ornaments of every conceivable color and combination of colors and the coolies wear their uniforms with quite obvious pride.

It is the less pretentious public chair coolie who lingers in the affections of the traveler. He is always at your elbow with his cheerful and persistent "Wanchee chair!" When you come

out of the hotel he is waiting for you, many of him. The chairs are neatly lined up along the roadway out of the way of traffic. But at a nod from a prospective customer every chair in sight is dragged madly toward him, shins are bumped and heads knocked together in their anxiety for the fare. When the energetic newcomer starts for a climb to the Peak the chair coolie is waiting at



Suddenly a point is rounded and there comes into view the enchanting panorama of the harbor of Hongkong. As the steamer approaches closer what appeared as a grey speck on the shore is revealed as the city of Victoria.

every turn of the road. You may scorn his offers at first, but sooner or later Anglo-Saxon determination melts away under the sun and you step into the waiting chair. The bearers spring into place between the carrying poles fore and aft and the chair goes up to the level of their shoulders.

They stride off briskly but in perfect step. After that you are spoiled and for the rest of your life you cannot climb a difficult hill without a grateful remembrance of the chair bearers of Hongkong.

Separated from the island of Hongkong by a narrow channel is the ter-

ritory of Kowloon, on the mainland of China, but a part of the British colony. In it are located a number of prosperous factories and other enterprises for which no room could be found in the restricted and hilly area of the island. Under the advantages of stable British rule, a currency which does not fluctuate so dizzily as that of China proper, a duty-free port and cheap Chinese labor, manufacturing enterprises have succeeded admirably. There are several large sugar refineries, rope and glass manufactories, cotton spinning mills, cement works, paper factories and large ship building works. Visitors to Hongkong who have no time to go to Canton and do not wish to leave without seeing a typical Chinese city, often visit the city of Kowloon, where they will find on a smaller scale the things to be seen in the larger cities of China.

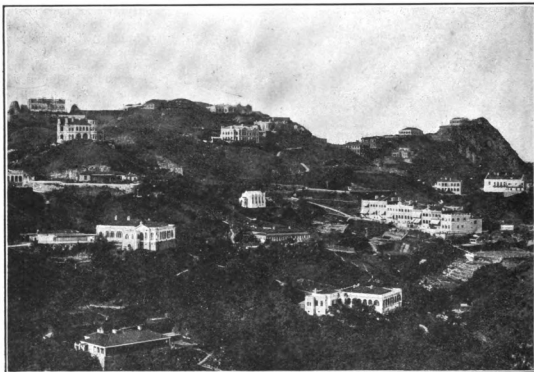
Kowloon and Canton are connected by a railway, which has the unenviable distinction of being the most expensive road in the world. Its construction cost approximately \$250,000 a mile, a large part of the expense being due to the necessity of a tunnel of 7000 feet through Beacon Hill. The road was under con-



Trans-Pacific liners drop anchor in the harbor, for there are no docks in Hongkong to which they can come alongside as in Yokohama or San Francisco. The steamship companies and hotels maintain their own power launch service.

struction for five years and during that period that original estimate of five million dollars Hongkong currency grew until the final cost was more than twice that sum. The road is a colony enterprise and owing to the large amount which was expended in its construction it is not a paying one. However, it will in time be a part of a

great trunk line extending from Hongkong to Hankow and then goods intended for the Yangtze Valley will be shipped direct from Hongkong instead of to Shanghai and thence up the Yangtze River. When that road is completed and the world is at peace, it will be possible to travel from Victoria to Paris by rail.



The Peak at Hongkong is beautifully terraced and is filled with handsome homes and magnificent grounds. At the top are many handsome summer villas.

ART SMITH RETURNS ON SIBERIA MARU

Aviator arrives from Japan with fifty-six medals, received for flying exhibitions

Art Smith is home again.

The young aviator, who has played hide and seek with the fog banks of San Francisco on many a windy afternoon, arrived from Japan with his mother on the steamship *Siberia Maru*.

Art was glad to see the Golden Gate, despite the fact that he had a delightful time in Japan and became the proud owner of enough gold and silver medals to make an armor-plate suit to wear when he flies against the German doves. He visited 52 cities and brought back 56 medals.

Smith will register and then try to serve Uncle Sam in some other way than marching in the ranks.

"I will not wait to be drafted," he said. "In a short time I expect to be doing my bit in some capacity. It may be in aeroplane building or instructing or it may be fine flying in France. If plans for an aeroplane factory fall through I will offer my services to the army flying corps."

"I have perfected plans for an aeroplane of new design that I shall offer to the government. This machine, while almost as fast as the 'Fokker,' has the capacity for carrying considerable weight both in passengers and bombs which will make it of greatest value at this time to the American flying forces." Smith will leave for Washington shortly to take up aviation matters there.



SOME HOTELS IN JAPAN

How the traveler to lands across the Pacific is cared for.—Modern hotels that compare favorably with those of any country.—European food and service vs. Japanese inns.—Novel and pleasing experiences

By JAMES KING STEELE

THAT the tourist follows the building of good hotels, as shown in countless instances of development in America, is once more exemplified by travel to Japan and the Far East.

The lure of the Orient has always been a potent one. The fascination of the lands that lie across the sunlit seas—the strange mystic peoples, weird sights and customs—which have been the theme for hundreds of writers, casts its spell over the least imaginative and the trip across the Pacific is a lifetime dream of thousands.

With the shutting off of Europe and the watering places of the continent, due to the world war, Japan has become more and more the objective for those whose travel habits have become fixed and imperative.

So Japan, the peaceful haven in the world of wild unrest, is attracting more and more the cultured travellers from other lands.

As a result of this new business increased accommodations have been provided, so that the visitor, used to the comforts and luxuries of modern American and European hotels, shall not miss anything to which he is accustomed.

This is right and proper.

It is not reasonable to expect travellers after journeying across the Pacific on the giant passenger liners of the Toyo Kisen Kaisha, where the table and service is unequalled by the best hotels on shore, to be satisfied with any accommodations that

do not measure up, in a fair way, to that standard.

During the past five years Japanese appreciation of the tourist business and the desire to stimulate it, has been shown in many ways.

The Japan Tourist Bureau was formed for the purpose of caring for the visitor's wants after he arrived and of providing him with complete information and every assistance in making his stay in the Empire a pleasant one.

The hotel managers, also, have found that co-operation is the keynote of success and have formed an organization under the name of the Japan Hotel Association, through which they are working to make things more enjoyable for their guests.

Time to Visit Japan

Spring and autumn are generally recognized as the superlative seasons in Japan, just as they are in California, the Berkshires or many other places. The islands of Japan cover a considerable area and afford a wide range of latitude. The high mountain ranges afford varying temperatures and each location has different attractions, so that almost any season is delightful in some of these places.

The spring, of course, is blossom time and the glory of the blooms of cherry, plum, peach, azalea and wisteria, together with many beautiful flowers varying in

time, with each location, makes it a season of phenomenal beauty. In the autumn, the picture changes to the brilliance of autumnal foliage, to the glorious greens and gold and red and browns of the maples, when whole hillsides leap forth in a riot of color. At this time, also, come the gorgeous chrysanthemums and the beautiful autumnal flowering herbs. But the summer and winter months are not without their attractions. The heat of the coast cities can be escaped in a few hours' rail journey to the cool mountain and seaside resorts.

There are crystal lakes high up in the mountains, where the air is cool and fragrant with the odor of the pine woods. There is snow-capped Fuji and other peaks in the Japanese Alps that call to the adventurous climber; there are roaring rapids on the river Hozu that provide thrilling sport in the flying passage down them.

Then, there are many beaches along the Pacific and inland sea to which the townspeople flock in great numbers to avoid the heat of the cities and enjoy the pleasant sea bathing.

In the winter, one can visit the many

delightful hot springs in the warmer localities, which will be found quite comfortable. The following table of temperatures gives some idea of climatic conditions in Japan proper and shows that scarcely a month but is comfortable and delightful.

Periods	From Dec. to Feb.	From March to May	From June to August	From Sept. to Nov.
Places	Cen. Fah.	Cen. Fah.	Cen. Fah.	Cen. Fah.
Nagasaki	6.4 43.5	13.8 56.8	24.6 76.2	18.0 64.4
Moji	7.9 46.2	14.8 58.6	25.7 78.2	19.7 67.4
Hiroshima	4.6 40.2	12.4 54.3	24.4 75.9	16.8 62.2
Osaka	4.7 40.4	12.7 54.8	24.9 76.8	17.1 62.7
Nagoya	4.1 39.3	12.6 54.6	24.5 76.1	16.6 61.8
Atami	8.4 47.1	14.6 58.2	24.7 76.3	19.2 66.6
Hakone	1.0 33.8	8.0 46.4	18.9 66.0	11.1 52.9
Karuzawa	-1.5 29.3	8.6 47.4	12.3 54.1	11.3 52.3
Tokyo	3.9 39.0	11.9 53.4	23.2 73.9	15.9 60.6
Nikko	0.4 32.7	8.5 47.5	19.6 67.2	12.4 54.3
Sendai	-0.1 31.8	8.0 46.4	20.8 69.4	12.9 55.2
Hakodate	-1.8 28.8	5.8 42.4	18.2 66.7	11.4 52.6

By the above it will be seen that every month of the year is a pleasant month in some place in Japan. This brings up the question of "what is the best time to make the trans-Pacific voyage?" The "pathway of the sun," as the route traversed by the ships of the Toyo Kisen Kaisha is called, is the semi-tropical route via Honolulu and as such affords open-air life aboard ship practically every day in the year, making any sailing date a desirable



One of the attractions of Nara is its great park in which there are many beautiful tame deer. They are so gentle that they come willingly to feed out of the visitors' hands.

one. Smooth, tranquil seas and pleasant weather make it the ideal ocean voyage.

The hotels of Japan in the leading cities and tourist centers are comfortable in construction and modern in operation. They cater to the tourist and are conducted on the table de hote or American plan.

The majority of them are managed by Japanese who have learned the hotel business in America or on the Continent, thus assuring an appreciation of what is required by the first-class world travellers.

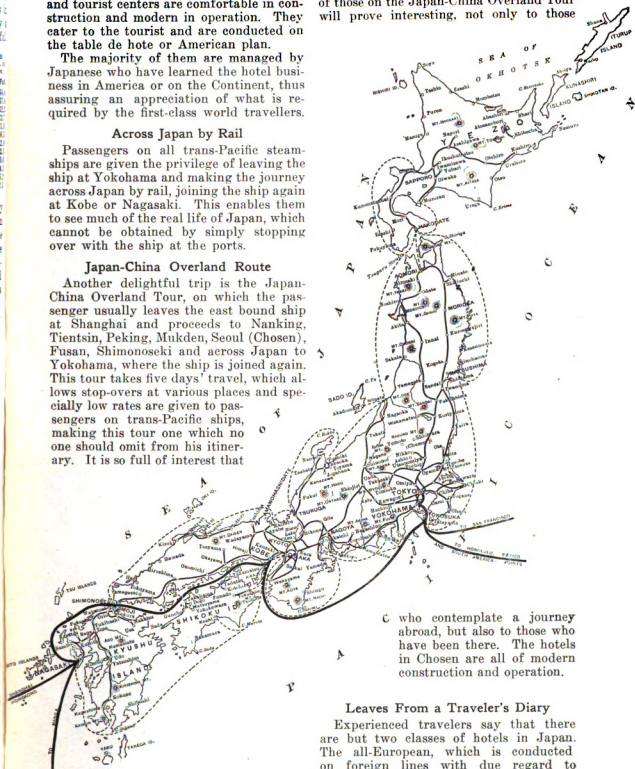
Across Japan by Rail

Passengers on all trans-Pacific steamships are given the privilege of leaving the ship at Yokohama and making the journey across Japan by rail, joining the ship again at Kobe or Nagasaki. This enables them to see much of the real life of Japan, which cannot be obtained by simply stopping over with the ship at the ports.

Japan-China Overland Route

Another delightful trip is the Japan-China Overland Tour, on which the passenger usually leaves the east bound ship at Shanghai and proceeds to Nanking, Tientsin, Peking, Mukden, Seoul (Chosen), Fusan, Shimonoseki and across Japan to Yokohama, where the ship is joined again. This tour takes five days' travel, which allows stop-overs at various places and specially low rates are given to passengers on trans-Pacific ships, making this tour one which no one should omit from his itinerary. It is so full of interest that

as much time as possible should be allowed by the traveller. The following facts about some of the hotels in Japan and also some of those on the Japan-China Overland Tour will prove interesting, not only to those



C who contemplate a journey abroad, but also to those who have been there. The hotels in Chosen are all of modern construction and operation.

Leaves From a Traveler's Diary

Experienced travelers say that there are but two classes of hotels in Japan. The all-European, which is conducted on foreign lines with due regard to

service, table and furnishings, and the all-Japanese, which is conducted after the simpler Japanese fashion. The semi-European, a mixture of both Japanese and European styles, is anything but satisfactory, and is, according to many, entirely to be avoided.

Grand Hotel, Yokohama

Yokohama is the first port of call of trans-Pacific ships and it is here that the traveler gets his first acquaintance with Japan. The Grand Hotel is perhaps the



The Court of the Grand Hotel, Yokohama.

best known in Japan, having an international reputation. It is situated on the Bund and its terrace lounge commands a wonderful view of the harbor, the Gulf of Tokyo and the adjacent country.

Here are reading and writing rooms, ladies' card and reception rooms, and private banquet and dining rooms. The dining room is most attractive, the food excellent and a fine orchestra plays daily. The Grand has the largest and best equipped garage in the Far East. It is conducted on table d'hôte (American) plan only—with rates from seven yen per day upward, according to accommodations desired. H. E. Manwaring is the managing director and C. Y. Wilmarth the assistant manager.

Imperial Hotel, Tokyo

Tokyo is the center of things political, commercial and social in Japan. It is about an hour's ride from Yokohama and has a population of approximately 2,000,000. Here old Japan and the new modern Japan are joined with the result that the City is fascinating to the visitor. In the Imperial Hotel, situated in the heart of the City, one finds every comfort and luxury. It is the center of entertainment and here prominent people from everywhere are constantly to be seen. Its energetic and popular managing director, Aisaku



Imperial Hotel, Tokyo.

Hayashi, was educated in America and knows what foreign travelers want. Rates are from seven yen per day upward. American plan.

Tsukiji Seiyoken Hotel, Tokyo

The hotel was founded in 1869. It was burned and rebuilt in 1911 with the result that it is new and pleasant. It is situated on the Ginza, the principal street, and is close to the commercial centers. Like nearly all hotels in Japan it is operated on the American plan and its rates are from seven yen per day upward. Y. Seno is the manager.

Tokyo Station Hotel, Tokyo

This hotel occupies the first and second stories of the great Tokyo Station building. It faces the magnificent Imperial Palace. Under the supervision of the Imperial Government Railways, it is sumptuously equipped, and in service and cuisine suggests the best hotels of Europe or America. It is operated on both American plan, rates from five yen upward, and European plan for Y1.50 up. T. Sawano is manager.

Kanaya Hotel, Nikko

"Never say kekko (splendid) until you've seen Nikko," says the Japanese proverb. Nikko, where the wonderful



Tsukiji Seiyoken Hotel, Tokyo.

shrines and temples are located, is one of Japan's most attractive places. Here Nature in her most generous mood has lavished her treasures with unstinting hand and the Japanese, like true artists, have erected these superb temples in harmony with the surroundings. The Kanaya Hotel is close to these works of art. It is comfortable and delightful and commands a magnificent view. The rates are from five yen per day. S. Kanaya is the proprietor and active manager.

Nikko Hotel, Nikko

This hotel is situated close to the temples and shrines and is quite popular. It



Nikko Hotel, Nikko.

covers a considerable area of ground. Rates here are from five yen per day and H. Arai is the proprietor.

Lakeside Hotel, Nikko

Ten miles from Nikko by riksha, chair, or pony is Lake Chuzenji, a mirror-like body of water nearly two miles in diameter and 4400 feet above the sea level. Its shores are covered with pines and its waters abound with salmon trout, similar to the Lake Tahoe trout of California. It is one of the popular summer resorts of Japan, as the weather is cool and delightful. Here the charming Lakeside Hotel is managed by Show Sakamaki, its proprietor. The rates are from five yen upward.

Mikasa Hotel, Karuizawa

Karuizawa is a celebrated summer resort, four and a half hour's ride from Tokyo. Close by is Mt. Asama, the most active and spectacular volcano in Japan, and the ascent to its crater, which can be made without hardship or danger, is one of the attractions of this place. In the autumn, the brilliance of the foliage thereabouts is worth traveling many miles to see. Mikasa Hotel, of which S. Matsuda is manager, is picturesquely situated on the slope of Mt. Mikasa, from which it

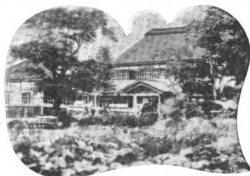


Tokyo Station Hotel, Tokyo.

takes its name. It is 3278 feet above the sea level. The season is from May to October, during which time the hotel is open. The rates are from four yen per day upward.

Fujiya Hotel, Miyanoshita

The Hakone district of which Miyano-shita is a most popular part is the famous mountain resort region of Japan. It may



Lakeside Hotel, Chuzenji.

be compared to the White Mountains of New England, the Sulphur Springs district of Virginia and the high Sierras resort section of California. From here superb views of Mt. Fuji are obtained. Lake Hakone is six and one-half miles from Miyanoshita. The Imperial summer palace is situated on the shore of the lake. At Miyanoshita is located one of



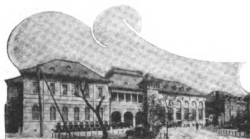
Miyaka Hotel, Kyoto.



Afternoon Tea Service at Grand Hotel, Yokohama.



Fujiya Hotel, Miyanoshita.



Osaka Hotel, Osaka.



Miyajima Hotel, Miyajima.

the wonderful hot springs, or rather one of the twelve groups for which Hakone is famed. It is four hours' from Yokohama by train, tram, riksha, and the motor trip (if such is desired) is of unusual beauty. The Fujiya Hotel at Miyanoshita is rated as one of the finest of its class in Japan. Its table and service are of unusual excellence. It contains one hundred and ten bed rooms and there is a nine-hole golf course for the pleasure of guests. The rates are from six and a half yen upwards. H. S. K. Yamaguchi is the managing director.

Nagoya Hotel, Nagoya

Nagoya, on the main line of the Imperial Government Railways, is approximately eight hours from Tokyo via Shizuoka, the great tea growing district. Nagoya is the fourth city of Japan and its chief products are cloisonne porcelain ware and fans. Here is located the large feudal castle with its golden dolphins glittering in the sun from the top of the five-story donjon. The scales of these dolphins, which are over eight feet long, contain 17,975 pieces of old Japanese gold coins. The Nagoya Hotel provides excellent accommodations from six yen per day upward. T. Takata is the proprietor.

Nara Hotel, Nara

Nara was the ancient capital of Japan in the eighth century. It is world renowned for its parks with the tame deer, the shrines and temples. The whole district is full of interest and one can linger long here in this, one of the most picturesque places of Japan. The Nara Hotel is built in palace style on a high and sunny hill overlooking Deer Park and fronting on the stream. It is ten minutes' ride by riksha from the station, where the hotel motor car also meets guests. This hotel is under management of the Imperial Government Railways and the rates are five to six yen per day and upward.

Osaka Hotel, Osaka

Osaka is the most important commercial and manufacturing city of Japan. Because of its numerous factories, it resembles an American city but it is, nevertheless, full of interest. A new harbor has been built and it is a great shipping port. It has many attractions for the visitor, including an imposing feudal castle, incongruously towering over a wilderness of smoking factory chimneys. The Osaka

Hotel is proud of its comfort, its attendance and its cuisine. Its rates are from six yen per day upward.

Miyako Hotel, Kyoto

Kyoto, 311 miles from Yokohama, was the capital of Japan for eleven centuries. It is richest in historical associations, in superb scenery and is the center of Japanese art. Every part of the city tells of the important part it has played in Japanese history. This city was fully described by Carl Crow in the October issue of "Japan." The cherry festival blossom carnivals and shops about the city are the most attractive in the Empire. Every month has special features at Kyoto—more so than any other place—and travelers should not fail to arrange their plans to be there so as to take in one or more of these events. Some of the most notable are as follows:

Monthly Attractions in Kyoto

January—New Year's Festival (from 1st to 7th) "Kemari" or Japanese football game (4th) played at Count Asukai's.

February—Hatsuuma (the first day which comes under the zodiacal sign of horse according to the old lunar calendar): Inari temple in Fushimi.

February and March—Plum blossoms (from the middle part to the first half): Momoyama in Fushimi, Nagaoka, Imperial Park. Peach (from the latter part of March till the middle of April):—Maruyama Park, Momoyama.

March—"Hinamatsuri" (the 3rd), Festival of dolls for girls.

April—Cherry flowers: Maruyama Park, Arashiyama, Imperial Park, Hirano jinsha, Kiyomizu, Omuro, Chion-in. Miyako Odori or "Cherry Dance" (four weeks from the 1st):—Kaburenjo in Hanamikoji, Gion-machi (charge 50 sen).

April and May—Wisteria (from the latter to the middle part): Demachi Hananoya in Hiroano, Daikyokuden, Maruyama Park. Peonies (the latter part to the beginning): Bankaen near Gion-Machi and Takinoya in Hirano. Azalea (from the latter part to the middle part): Nagaoka, Hozu Rapids, Omuro. The industrial exhibition in Okazaki-cho is opened for two months in the Spring. A fine art exhibition follows the above exhibition. Religious services are held for some days every spring in the Buddhist temple and the treasures are shown to the public.

May—"Tango-sekku" (5th), festival of



San-yo Hotel, Shimonoseki.



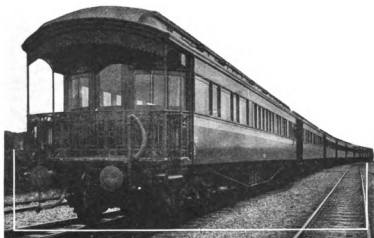
Fusan Station Hotel, Fusan (Chosen).



Taihoku Hotel, Taiwan (Formosa).



Yamato Hotel, Port Arthur (Manchuria).



The Imperial Government Railways have up-to-date equipment including Pullmans, observation and dining cars.

armours and flags for boys. Iris: Umeno-miya, Daikyokuden, Toji, Sanjusangendo. Kamogawa Odori or Dance (the 1st to the 16th): Kaburen-jo in Ponto-cho. Aoi Festival (the 15th) Kamo Shinto temple.

June—Fire flies: Uji, Ishiyama, Lake Biwa canal, Arashiyama. Horse racing (5th): Kamikamo.

July—Gion Festival (17th and 24th): Gion temple.

July and August—Lotus flowers: Toji, Imperial Park, Nishiotani, Lake Ogura near Fushimi, Nijo Castle. "Suzumi" or Cooling on the Evenings: Kamogawa, Arashiyama.

August—"Tanabata" or festival of stars (17th) Daimonji or Illuminations on the mountains (16th): Nyoiga-dake, Kinugasayama, Matsugasaki, etc. The Bon Festival is held (about the middle of the month) and interesting dances can be seen in the neighboring villages.

The Miyako Hotel occupies twenty-five acres of ground—about it is a park with fine walks. It has one hundred and fifty bed rooms and the rates are from six yen per day upward. M. Hamaguchi is the manager.

Kyoto Hotel, Kyoto

This hotel is owned by K. Inouye and under his management. It is well located and affords excellent accommodations. The rates are from six yen per day.

Oriental Hotel, Kobe

Kobe, lying between the hills and the sea, stretches its length some four miles along the waterside. It is as large as San Francisco and is the favorite winter

residence of foreigners because of its mild climate. Its average annual temperature is about the same as Genoa or the towns of southern France. The Oriental Hotel is the newest and the most up-to-date in Japan, having been recently refurbished and redecorated at a cost of nearly \$100,000. It has first-class equipment and service such as can be found in the best American hotels. Situated directly on the Bund, in the center of the business section of the city, it is but five minutes' walk from the Sannomiya railway station and the American hatoba. From the up-to-date roof garden an unobstructed view of the city and the hills is gained. This is a favorite rendezvous for guests. The building is fireproof, being built of steel, stone and brick. There is hot and cold running water in every room, steam heat everywhere, electric elevators, telephones on all floors—and the handsomest lounge and lobby of any hotel in the Orient. Here a fine orchestra plays each evening. The cooking is unexcelled, a European chef being in charge. Rates here are from seven yen per day. The Oriental Hotel is owned by the Toyo Kisen Kaisha and operated in connection with their steamer service, which insures the finest of everything. Kent W. Clark, than whom no more popular steamship official ever crossed the Pacific, is in personal charge of this magnificent hotel and makes everyone comfortable and happy.

Tor Hotel, Kobe

In sharp contrast as to location is the Tor Hotel, which is situated on the hillside about the city, surrounded by large

beautiful gardens. It has an automobile garage and its motor car meets all trains and steamers. It has a French chef, an excellent table and is managed by Henry Lutz. The rates here are from seven yen per day.

Miyajima Hotel, Miyajima

Miyajima is one of the three most beautiful places in Japan, an enchanting island on the Inland Sea. Here are giant Tori, a great sacred deer park—a sea of matchless color and splendor that has no counterpart. It is on the main line by rail from Kobe to Shimonoseki. Among its charms, beside that of exquisite setting, are the cherry blossoms in spring, the brilliant foliage of autumn and the excellent sea bathing in summer. The Miyajima Hotel is twenty minutes' walk from the pier. It is under the management of T. Yoshida and the rates are from five yen per day upward.

San-yo Hotel, Shimonoseki

This is the western terminus of the San-yo line of the Imperial Government Railways. It is the port of arrival and departure for travelers to Chosen and Siberia, and an important station in the Japan-China Overland Tour. It has an interesting history and is a considerable shipping port. The San-yo Hotel is one of the Imperial Government Railways Hotels, which are noted for their excellence of equipment and service. It is conveniently located on the station premises close to jetty and custom house. The rates here are from four and a half yen up.

Fusan Station Hotel, Fusan

Fusan is the port across the straits from Shimonoseki. This hotel is under railway management. As the name indicates it occupies the second floor of the Station building. S. E. Terasawa is manager. The rates are from six yen per day upward.

Chosen Hotel, Seoul (Chosen)

For more than five centuries Keijo (Seoul) was the capital of the Hermit Kingdom. To visit there is to obtain a clear conception of the native life and customs. This can now be done with greatest comfort and luxury, for in the new Chosen Hotel (opened October, 1914), one finds the finest hotel in the Far East. The ground on which it stands is a part of the precincts of the "Temple of Heaven" and is situated in the very midst of the old Korean capital. The Chosen

Hotel is fireproof, steel and stone construction, and equipped with steam heat, hot and cold water, baths, electric lights, elevators and has a fine table, which is the pride of S. Inohara, the manager. The rates are from six yen per day upward.

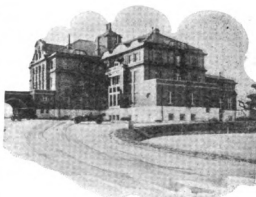
Shingishu Station Hotel, Shingishu

This city is on the northern border of Chosen and the hotel is under railway

(Continued on page 22)



Yamato Hotel, Dairen, Manchuria.



Chosen Hotel, Seoul, Chosen.



Yamato Hotel, Mukden, Manchuria.



Some Hotels in Japan.

(Continued from page 21)

management. It occupies the second and third floors of the splendid station building. Shingishu is not far from one of the great battlefields of the war of 1904-5. The hotel is commandingly situated, overlooking the greater part of Shingishu, Antung and the Yalu Rivers. Rates at this hotel are from six yen up. It is under management of J. Sakai.

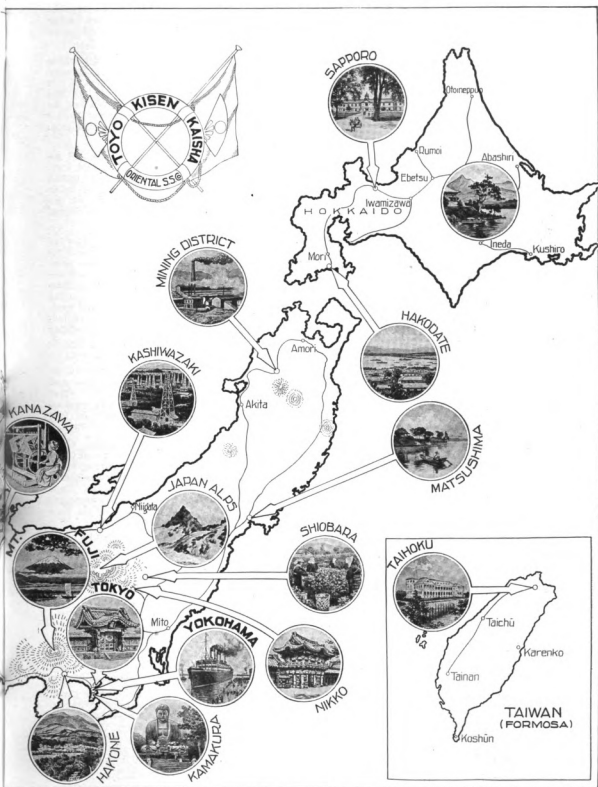
Yamato Hotel, Mukden

Mukden of today is a modern junction point of three railways. It is famous for the Imperial Palaces and tombs of the rulers of ancient China, of which it was once the capital. It was the home of the Manchu dynasty and as such had a proud

(Continued on page 25)



Pictorial chart of the interesting places of Japan, with illustration of some of the things for which each is celebrated.



On the following page will be found detailed information concerning the above pictured places.

Some of the Interesting Places of Japan

As shown on the pictorial chart in the preceding pages, Japan has many places of extreme interest to the visitor, all of which are easily reached over the lines of the Imperial Government Railways. Excellent hotel accommodations, in either European style hotels or in Japanese inns, can be found. The places pictured on the chart are as follows, following the circled engravings from left to right:

Nagasaki—Oldest port in Japan and first to receive foreign commerce, several hundred years ago. The harbor is one of the most beautiful in the world. Just outside the city itself are many famous temples and shrines. Nagasaki is an important coaling place and is touched by nearly all ship lines. Reached by Imperial Government Railways.

Kumamoto—A city of 63,000 inhabitants, famed for its castle which was built in 1607, now occupied as army division headquarters. Also has a fine temple and the finest landscape garden on the island of Kyushu. The famous active volcano Aso-san is 25 miles from Kumamoto. It is 123 miles from Moji on the Kyushu branch of the Imperial Government Railways.

Kagoshima—Formerly the castle town of Daimyo Shimazu. The beautiful porcelain called "Satsuma yaki" is produced here. On an island opposite Kagoshima is Mitake, a spectacular volcano. On line of Imperial Govt. Railways, 239 miles from Moji.

Beppu—Noted for its hot mineral springs and as both a summer and winter resort. Has a good harbor on the Inland Sea and ample steamship communication with Kobe and Osaka. Is 82 miles from Moji, on Imperial Govt. Railways.

Inland Sea—This name is given to the picturesque body of water between Honshu (the mainland) and Kyushu, the southwestern island. Its length from the Okashi Straits in the east to Shimonoseki at the western point, is 227 miles, and it varies in width from 8 to 40 miles. Its scenery of wooded or rocky islands with the amazing color of sky and sea is beyond description. Ship schedules require about fourteen hours for its passage, which is made in the day time.

Osaka—This is the richest commercial and industrial city of Japan, with a population of 1,872,000. It has a fine harbor and having been at one time the Imperial residence has many points of interest. The Osaka Castle is one of the largest and grandest, covering a vast area. Osaka is an important point on the Imperial Govt. Railways.

Nagoya—Here is the fourth city of the Empire, famous for its cloisonne, porcelains and fans. Nagoya Castle, shown in the engraving, with its two golden dolphins, is one of the

sights of Japan. It is now used as an Imperial detached palace. Nagoya has a good harbor and is reached by Imperial Govt. Railways, being 235 miles from Tokyo.

Hakone—A famous mountain district where numerous mineral springs are found. Miyano-shita, one of the most delightful resorts of this region, is shown in engraving. It has fine hotels, and a good golf course. Reached by Imperial Govt. Railways to Yumoto, thence by tram and rikisha. About four hours from Tokyo.

Mt. Fuji (upper center)—The beautiful sacred mountain of Japan. It is 12,370 feet high. The ascent of Fuji from the 15th of July to end of August is a great pastime. It is 69 miles from Tokyo to the Gotemba station at the southeast base of Fuji, on the Tokaido line of the Imperial Govt. Railways.

Tokyo—Capital of the Empire, center of politics, society and commerce, Tokyo with its 2,800,000 inhabitants is one of the world's great cities. Here are the Imperial palaces and departments of government, and foreign embassies and legations. It is noted for its temples (shown in engraving), shrines, parks, and modern business houses. Has many clubs, including the Tokyo Golf Club. One of the sights of Tokyo is the palatial residence of Mr. S. Asano.

Kamakura—A seaside resort of 11,000 inhabitants, containing interesting shrines and relics, 14 miles from Yokohama. The great bronze Buddha, Daibutsu (shown in engraving) was cast in 1252 and is nearly 50 feet high. Reached by Imperial Govt. Railways.

Yokohama—Leading seaport of Japan. Gateway to Tokyo, which is 18 miles distant (38 minutes by express trains). First port of entry and port of departure for great trans-Pacific lines. Engraving shows S. S. Shinyo Maru leaving dock. New piers now enable steamers to dock alongside, being one of the most complete and modern harbors in Orient.

Nikko—As shown by the arrow, Nikko is 90 miles northeast of Tokyo, on the Tohoku branch of the Imperial Govt. Railways. Here are world-famous temples and shrines, the most beautiful examples of Japanese art, surrounded by superb scenery. Engraving shows part of the great Nikko Temple. The wonderful red lacquer bridge across the stream is one of the most picturesque sights.

Shiobara—Celebrated for its mineral springs, beautiful maples and mountain scenery. Enroute from Tokyo many tea fields are seen. Engraving shows women gathering tea leaves.

Japan Alps (to left)—A general name given to the mountainous region in Central Japan. Here the scenery is unsurpassed—high peaks, deep gorges and rushing rivers. Numerous inns are found for travelers' accommodation. Among the famous mountain peaks are Hako-san and Oomal. Reached by Imperial Govt. Railways.

Matsushima—This is the name given to hundreds of pine-clad islands of fantastic shape

(Continued on page 97)

Some Hotels In Japan.

(Continued from page 22)

position in the Far East. The Yamato Hotel adjoins the South Manchuria Railway station. It is fireproof and modern in every respect. I. Mihara, the manager, is a well known hotel man in the Far East. The rates at the Yamato Hotel are for European plan only and are from Y 2.75 up.

Yamato Hotel, Port Arthur, Manchuria

Port Arthur (Ryo-jun) is famous for its beautiful landlocked harbor and its historical importance. Here two of the world's most terrific sieges were fought and the ruins have been preserved just as they were at the close of the Russo-Japanese War. An interesting collection of relics of the struggle has been collected in a great museum. It also has charming scenery and a delightful climate. Ryo-jun is one and a half hours' ride from Dairen. The Yamato Hotel is very comfortable and English-speaking guides are obtainable at the hotel for excursions to the ruins. S. Fuchida is manager of this hotel, at which the rates for rooms are from Y 2.50 per day.

Yamato Hotel, Dairen (Manchuria)

This hotel crowds close on the claims of all others in point of excellence of equipment and service. The building is fireproof construction and covers a large area of ground. There are 115 delightful rooms

with hot and cold water, private baths, steam heat, electric lights, telephone in every room, electric elevators and a roof garden that commands a splendid view of the city and water. This hotel is operated on the European plan. Rates for rooms from Y 2.50 up. Mr. Yokozama is the manager.

Yamato Hotel, Hoshiguara (Star Beach), Manchuria

At Hoshiguara, forty-five minutes' ride by tram from Dairen, is one of the finest beach resorts in the Far East. "Star Beach," as it is called in English, has a fine sandy beach, cliff gardens, splendid sea bathing, boating and fishing. There are tennis courts and a good golf course in connection with the hotel. Beside the magnificent Yamato Hotel which provides all the modern comforts, there are numerous bungalows which may be leased for long or short periods. Yamato Hotel is fireproof in construction and splendidly equipped. It is operated on the American plan under direction of K. Wooda, with rates from seven yen per day.

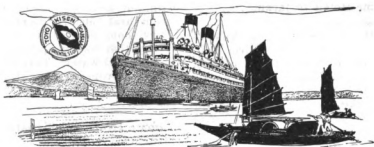
Other Hotels on the Japan-China Overland Tour

At Peking, Tsinsein, Hankow and Nan-king there are excellent hotels capably managed, where every effort is made to provide for the entertainment of guests.

(Continued on page 61)



Manila Hotel. The new and up-to-date hotel in Manila that presents all the modern American comforts and luxuries. It is built of steel and concrete and faces the Luneta.



THE OCEAN SERVICES OF JAPAN

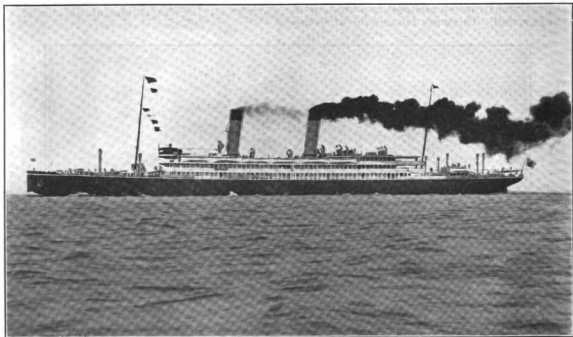
Important part played by the Japanese steamship companies in handling the world's tonnage.—Keeping the merchandise moving on the Pacific and elsewhere.—
Good service to shippers and passengers a feature.

By JABEZ STONE

SHIPPING all over the world has been profoundly affected by the war and the general shortage in tonnage has brought into striking notice the rapidly developing and very efficient service of the Japanese lines. It has been estimated that Japan has two million tons of ocean going shipping. Whatever the figure is, one may be certain that it is increasing rapidly for the great ship building plants of Japan have been working under strong pressure ever since the beginning of the war. Not only have the old established

Japanese shipping lines extended their activities, but there has been developed an extensive round-the-world cargo-carrying service by Japanese tramp steamers.

In a recent month there were seven Japanese ships clearing from New York. One sailed for Vladivostock, one for Calcutta, a third for Genoa and a fourth for Cape Town. The itinerary of one of these tramps is an interesting one. Leaving Yokohama or Kobe with a cargo of novelties and manufactured goods, the tramp—usually a steamer with a tonnage of about



S. S. Shinyo Maru, the flagship of the Toyo Kisen fleet, which is the finest and largest Japanese vessel in the trans-Pacific service.

3000—moves southward along the China Coast, stopping at Shanghai and Hongkong, taking on additional cargo of hides, grain, etc. Usually she will discharge a part of her original cargo, for Japanese goods find a wide market in China. The journey continues on to Manila or possibly Australia, where more Japanese cargo is left and supplies of wool taken on. If the tramp goes on to Singapore from Manila, crude rubber is added to the varied cargo already in the holds.

Calcutta, Colombo or Bombay are usually on the list of ports called on by tramps proceeding in this direction. Here cotton, tea and rice are added, and usually a lot of matches and cotton prints unloaded. At Cape Town a good portion of the original cargo is likely to be disposed of and a varied assortment of South African exports taken on. Then follows the long run to Liverpool, where all the cargo is unloaded.

Having more than half circled the globe by this time, the Japanese tramp usually continues on her way. Sometimes a British shipper charters her and sends her on to New York with a British cargo. Often the trip across the North Atlantic is made in ballast for there are better cargoes to be picked up in New York than in Liverpool. At New York the tramp has a wide range of cargoes and of ports to choose from. The final lap of the journey is usually by way of the Panama Canal, thence to San Francisco for coal and on to Vladivostok with war supplies.

While this tramp service has been built up as a result of the war, the regular Japanese lines have continued to add to their services without which the commerce of the world, and especially the commerce of the Pacific, would have been seriously affected. One of the most extensive of these services is afforded by the Nippon Yusen

Kaisha, as indicated by a brief list of its various services. The most important of these services at present is between Japan and Seattle. The steamers also calling at Vancouver, B. C. Sailings are provided for every two weeks, with the following seven steamers: Yokohama Maru, 12,340 tons; Inaba Maru, 12,600 tons; Shidzuoka Maru, 12,520 tons; Kamakura Maru, 12,410 tons; Awa Maru, 12,580 tons; Sado Maru, 12,560 tons and Tamba Maru, 12,510 tons. The European service of this line provides for sailing every two weeks from Kobe to Liverpool, the service being maintained by a fleet of 13 steamers. There is a monthly sailing from Japanese to Australian ports. The Bombay line as well as the Calcutta line provide sailings every two weeks. The

(Continued on page 53)



A view of the Head Office building of the Toyo Kisen Kaisha in Tokyo.



Upper photo shows Baron B. Ito (right) and Baron Tanetaro Megata (left), head of the Japanese Mission which arrived in San Francisco on steamer "Korea Maru" with party of merchants and financiers. This is the third Mission to come to the United States in six months and great importance is attached to this visit. The Mission was greeted by the Governor, Mayor Ralph of San Francisco, Consul General M. Hanihara, and the Chamber of Commerce. This Mission will tour the United States for several months.

Lower photo shows important Japanese Mission arriving in San Francisco on the steamer "Korea Maru." This party is headed by Baron T. Megata and Baron B. Ito. Among the notables of the party are: O. Matsumoto, Chief of Bureau of National Debt; T. Sakaguchi of the Bureau of Investigation; General S. Hishida of the Japanese Army; C. Koiki, representing Mining Interests; K. Matsumoto, Mining Interests; N. Yomigama, Importer, and Y. Yamashita, Banking.



Japanese Finance Mission Receives Royal Welcome to America

The coincidence of their arrival in San Francisco on the birthday of the Emperor of Japan lent a special interest to coming of an important party of Japanese financiers who crossed the Pacific on the Toyo Kisen Kaisha liner Korea Maru. San Francisco Japanese made the occasion a widely celebrated holiday and when the Korea Maru reached the harbor it was met by a flotilla of small craft gaily decorated with the colors of Japan and of the United States. In honor of the distinguished visitors, State and city were represented by the highest officials in the welcoming party. This was led by Mayor James Rolph, Jr., who not only represented the city but was also commissioned to welcome the visitors in the name of the United States government. Governor Stephens made the trip from Sacramento to welcome them. These two dignitaries were accompanied by the Japanese Consul-General M. Hanihara and representatives of the San Francisco Chamber of Commerce, who boarded the liner down the bay and escorted the party to the Fairmont Hotel, which was their headquarters during their stay in San Francisco.

The members of the party are:

Baron Tanetaro Megata, member of the House of Peers, who became famous when he established a stable financial condition in Korea, chief of the special finance commission.

Baron Bunkichi Ito, secretary in the extraordinary industrial investigation bureau of the department of agriculture and commerce, who is the son of the late Prince Hiroburni Ito.

Dr. Seiji Hishida, secretary interpreter to the Government-General of Korea, special finance commissioner, graduate of Columbia University in 1905.

Osamu Matsumoto, secretary in the Japanese department of finance, special finance commissioner, leading bond expert of Japan.

Takenosuke Sakaguchi, technical inspector in the extraordinary investigation bureau of the department of finance, special finance commissioner, specialist in customs.

Umekichi Yoneyama, managing director of the Mitsui Bank, Ltd., Tokio, gradu-

ate of Oberlin College, special finance commissioner.

Yoshitaro Yamashita, general manager of the Banking and Mining Sumitomo Firm, Osaka, special finance commissioner, formerly in the Japanese Consulate department.

Chozo Kioke, director of the Mining Company Kuhara head office, Osaka, special finance commissioner, formerly Consul-General for New York, San Francisco and Manchuria, director in the political bureau of the Foreign Office.

Kenjiro Matsumoto, special finance commissioner, representative of the Yasukawa Mining Company, Fukuoka.

On the night of their arrival, M. Hanihara, Consul-General for Japan, tendered the commission a banquet in the Fairmont Hotel, followed by a reception, where representatives of the Army and Navy, Government, State and City officials and many business men met the visitors. The company at the banquet was a distinguished one, including Senator James D. Phelan, Senator Hiram Johnson, Representative Julius Kahn, Ryoza Asano, John McGregor, J. J. Tynan, E. M. Loomis, W. H. Crocker, Frederick Koster, William Sproule, John Perrin, James Lynch, Charles B. Alexander, W. T. Sesnon, W. W. Worden, H. D. Pillsbury, William H. Heuter, M. H. Esberg, Mortimer Fleishacker, W. N. Moore, K. Doi and others.

A number of happy speeches were made, the principal speaker being Baron Megata, who said:

"The world has entered upon a new era of human history, and in this era your great American Republic is destined to become a melting pot in which human intercourse and peaceful relations will be melted and largely transformed. In this new era California must prove herself to be what her name implies and take her own full share in melting over the social life of the world. Your former president, Millard Fillmore, once wrote to our Government that California was producing \$60,000,000 in gold annually. California's melting pots were then hot, and today you are demonstrating to us by the warmth of your welcome that you can melt over something besides gold, and we trust to your abilities in this way to renew and

transform relations with Japan, which was opened to the world at the initiative of President Fillmore. We have not forgotten the message that he sent to our Government, and will continue to follow his suggestion to trade with California."

In explaining the objects of the visit to America at this time, he said:

"Our commission has been sent to America in order to study and expand our financial and economic connections with your republic, a work which can be done only through your kind help and sympathy. In Japan we think of California as our nearest neighbor, and so we present to you, first of all in America, our message asking and pledging mutual friendship and co-operation."

While in San Francisco the party were much entertained. There the guests of the Japan Society at a luncheon at the Palace Hotel, at which members of the State Editorial Association were present. Baron Megata asked the co-operation of the press in building up a spirit of understanding between the United States and Japan in order that international trade might be enlarged. After paying a tribute to the American press for the part it played in the floating of the second Liberty Loan, Baron Megata said:

"As commerce between the United States and the Orient develops, California will benefit. I feel confident we will have the cordial support of the press of your

state in our efforts, during this visit and afterwards, to lay a foundation upon which to build a fast friendship and a great commercial exchange."

One of the most interesting speeches was made by Yoshitaro Yamashita, former Japanese Consul-General at London, who said that before the war the danger to civilization was national military isolation and that the purpose of the war was to destroy this possibility, but that he feared that a worse condition was coming if steps were not taken to avert it.

"The war has forced a condition of national economic independence and each nation must produce and manufacture the things that were formerly imported," he said. "If unchecked this will lead to a condition of economic isolation which in the end will be worse than militarism."

Yamashita suggested a combination of American and Japanese capital and energy to create new industrial enterprises in the Far East, America to furnish capital and skilled administration and Japan cheap labor and selling and marketing ability. He called his plan an "economic marriage," and said that he was sure that it would do more than any other single thing to bring about a feeling of mutual respect and understanding.

Other speakers were Francis B. Loomis, president of the Japan Society; Robert Newton Lynch, Friend W. Richardson and Chester H. Rowell.

James K. Lynch, governor of the Federal Reserve Bank, presided at a luncheon given members of the commission at the Bohemian Club. Short addresses were made by Baron Megata, Chozo Koike, former Consul-General at San Francisco and now directing head of Japan's largest mining firm, the Kuhara Company; W. M. Alexander, manager of the Alexander-Baldwin Company, and John S. Drum, president of the Savings Union Bank. Chozo Koike spoke of the industrial field

S. S. Korea Maru entering San Francisco harbor.



that the Far East offered to American capital.

He said:

"Japan and the United States were friends in peace; they are now allies in war, and we feel that the time has come when something should be done to formulate a basis for future financial co-operation. The Far East presents a vast field which should interest foreign capital, particularly America. It has been the hope of Japan that in the near future there might be formed an international Chamber of Commerce to facilitate financial operations, and by joint investigations become an organ of arbitration in case of future disputes. The formation of a great American-Japanese Bank would be most beneficial to both parties. Japan, China, Siberia and Korea will welcome foreign capital for development of industrial and agricultural projects and improvement of the railroads. If, after our stay in the United States this commission is able to lay the foundation whereby this can be accomplished, then our mission will be a success."

Drum Explains System

John Drum told in detail of the system which the United States has adopted in centralizing all her finances and resources, and recommended that such a system be arranged for the future relations between this country and Japan.

Those present at the luncheon were:

Baron Tanetaro Megata	J. D. McKee
Y. Nagashima	Atholl McBean
Umekichi Yoneyama	W. N. Moore
Kenjiro Matsumoto	I. W. Hellman, Jr.
Seiji Hishita	John S. Drum
Takenosuke Sakaguchi	John Perrin
M. Hanihara	William H. Crocker
Osamu Matsumoto	Robert Newton Lynch
Baron Bunkichi Ito	W. M. Alexander
Chozo Koike	Frank B. Anderson
Yoshitaro Yamashita	William Sproule
M. Tokieda	Herbert Fleishacker
Ryozo Asano	W. T. Sesnon
J. F. Sartori	Francis B. Loomis
A. Besakma	C. F. Michaels
S. Koh	James F. Fagan
James K. Lynch	M. H. Robbins
Constant Meese	B. G. Holt
F. L. Lipman	K. R. Kingsbury
Charles W. Fay	Eugene C. Worden
T. A. Graham	W. T. Smith
J. R. Hanify	K. Doi

During their stay in San Francisco, members of the Japanese party were shown the sights of the city and its environs in numerous automobile rides. All expressed themselves as amazed at the wonderful development since the disaster of 1906.

Brilliant Banquet and Reception at the Fairmont by the Japan Society

On the night before their departure the members of the Japanese Finance Commission were given a reception and banquet at the Fairmont Hotel, which was one of the most beautiful ever held in that hostelry.

Hon. Julius Kahn, San Francisco's able representative in United States Congress at Washington, was the toastmaster of the evening, and gathered around him at the speakers' table were Baron Megata, Baron Ito, Dr. Roy Lyman Wilbur, President of Stanford University; R. B. Hale, Prof. Y. Ichihashi of Stanford University, Eugene Worden, Secretary of the Japan Society of New York, who made a special trip across the continent to meet and greet the distinguished visitors, and Charles K. Field, and others.

One of the notable speeches of the evening was that delivered by Prof. Ichihashi on the subject of "Japan and the War." This speech is so temperate in its language, so conservative in its statements, so profound in the ideas expressed, that it is reproduced in full on the following page.

The day following this banquet the Mission left for St. Louis, traveling over the Union Pacific System by specially equipped train. The members were escorted by George H. Corse, Jr., foreign passenger agent of the Union Pacific and president of the Japan Travel Association, who made the trip from Chicago especially to meet these gentlemen and offer them the courtesies of his company.



George H. Corse, Jr., President of the Japan Travel Association, who accompanied the Special Finance Commission East from San Francisco.



As shown by the above engraving the banquet to the Japanese Finance Commission by the Japan Society was unusual in decoration and arrangement. It was held in the great ball room of the Fairmont Hotel which crowns Nob Hill, in the center of San Francisco.

JAPAN AND THE WAR

A speech delivered at the banquet given by the Japan Society of America, to the Japanese Special Finance Commission.

By YAMATO ICHIHASHI, Ph. D.

Assistant Professor of Japanese History and Government and Lecturer on Economics at Stanford University.

Mr. Toastmaster, Our Distinguished Guests, and Ladies and Gentlemen:

"Of the struggling Allies in the present world conflict Japan alone is benefited by the war. The fact that she has emerged a creditor nation from a debtor nation attests it. In spite of this Japan is not doing what she should for the cause of humanity." Such is a common criticism directed against Japan here and in Europe. But is the criticism just?

I wish to briefly state, to this assembly of the most representative men and women of the Pacific, a few of the facts relative to Japan's contribution to the present struggle. At the very beginning of the war Japan, as an Ally of Great Britain, dislodged the Germans from their bases of operation in the Pacific and Indian oceans. These highways have been made absolutely

safe for ships of commerce. What that means to the cause of the Allies need not be pointed out. To Japan is left the responsibility of maintaining peace and order in Asia. India, China and other parts of the Orient have been the grounds of German intrigue and propaganda. They may be so still. China was divided and is not yet absolutely free. India demands constant watching. A rebellion actually occurred in Singapore but it was quelled by the quick action of the Japanese Navy. Russia in Asia was not safe in her pre-Revolutionary period. She is still far from being safe.

Moreover, Japan has been supplying Russia with ammunitions and provisions. To do this efficiently Japan had to expand her plants and even had to import Korean laborers. The task was not without diffi-

culties. She has already loaned to the Allies 1,100,000,000 yen. In this connection we should recall the fact that some of these debtors are practically bankrupt. At any rate, 1,100,000,000 yen, is not a small sum of money for a poor country like Japan. Its value ought to be appreciated in accordance with her financial capacity.

Recently Japan has dispatched a fleet to the Mediterranean and the Atlantic to fight German submarines. It has already rendered efficient service but not without sacrifices. These are facts.

"But Japan refuses to send her troops to the front," insist her critics. Is this demand reasonable in the face of the responsibility placed upon her shoulders as shown above? Aside from this fact, the dispatching of a sufficient number of Japanese soldiers to Europe appears to me a physical impossibility under existing circumstances. Where are the means to transport them? The Siberian Railway is unusable for the purpose. We must depend on ships. Let us calculate that each soldier requires five tons of bottom, if he is to be an efficiently equipped fighter. On such a basis one hundred thousand soldiers must have five hundred thousand tons. Where are the ships? But I am not an expert. Let experts work this out.

Japan does not say that she has done, or that she is doing, all she could or should. In order that she may render further service to the cause of humanity in the most efficient way, Japan has been sending numerous commissions and investigators to this country. They have all accomplished their respective missions.

And now comes the Special Finance Commission, whose distinguished members we are honoring as our guests tonight. The present commission is no less important than any of the previous ones. Perhaps it is most important of all.

The financing of the war is a problem that now confronts our Allies, and this commission is primarily concerned with that question. How seriously Japan is considering this problem is clearly shown by the personnel of the commission. It is made up of representatives of both the government and business. It is not, therefore, strictly official.

We have already consumed wealth amounting to billions in value. We will continue to do so as long as the war lasts. The war cannot be continued without money. We all realize that there is no use of talking of spiritual and moral sup-

port when mankind is actually threatened with hunger and thirst. We have to help suffering humanity out of that horrible predicament. The war and its incidents have placed a tremendous financial burden upon our shoulders. Existing wealth is inadequate to cope with the situation. We are forced to create additional wealth, somehow, to meet this burden and that of the future.

The Special Finance Commission comes here to study American methods of finance and industry so that they may improve Japan's industry, finance and commerce. We feel confident that the object of their visit will not be vain.

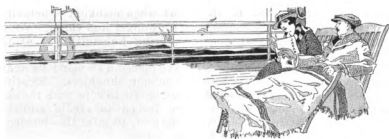


Yamato Ichihashi, Ph. D.

The commissioners are here also, "for the purpose of working out practical, decisive plans for the establishment on a solid and enduring basis of closer and vastly more extended commercial relations between the United States and the Orient." Such plans naturally seek, first of all, benefits to the parties directly involved. There is another meaning attached to such plans, though perhaps hidden, but of a greater significance. Humanity is involved. Such plans if successfully worked out will aid in carrying the burden of mankind created by the war.

Let me elaborate a little. In the Orient and in the Islands of the Pacific there dwell nearly 1,000,000,000 souls, constituting more than one-half of the human race. If we except the Japanese and a few

(Continued on page 95.)



"PERSONAL MENTION"

With more pomp and ceremony than usually falls to the lot of even a great liner, the Korea Maru was dispatched on Nov. 9th. When the Korea backed into the stream Mayor Rolph of San Francisco, himself a big figure in the shipping world, was on the dock while Gavin McNab, Judge Morrow, Judge Angellotti and a score of other well known San Franciscans stood with silk hats in hand as from the ship came the goodbyes and farewell messages from the distinguished party headed by Viscount Ishii, who, having successfully carried out the work of the Imperial Japanese Mission, were returning to their homes. Another element quite out of the ordinary was that the ship was officially dispatched by no less a personage than Ryoza Asano, managing director of the Toyo Kisen Kaisha, who is in San Francisco on business.

The farewell reception by the Mayor and his party to the Imperial Mission was

held on the dock, after which all adjourned to the smoking room of the Korea, where refreshments were served.

"We came with a firm belief in the broad and generous spirit of America.

"We leave with a sense of profound admiration for your splendid humanity and patriotism, coupled with your unswerving loyalty to the high principles of the cause to which we are mutually pledged," said Viscount Ishii before departing on the Korea Maru.

A large number of notables and representatives of city, State and Federal government and hundreds of members of the Japanese community had gathered at the dock to bid farewell to the Japanese envoys.

When Viscount Ishii shook hands with Mayor James Rolph, Jr., he said: "Please thank San Francisco in my name, Mr. Mayor, for the warm welcome extended to us. And personally I must thank you



Viscount Ishii, Ambassador Extraordinary and Minister Plenipotentiary to Washington, returned home on the Korea Maru after the successful completion of his mission. Left to right, Viscount Ishii, Gavin McNab, Mayor James Rolph.

for your great courtesy and for all you have done while we were the guests of your wonderful city."

The Imperial Japanese Mission is composed of Viscount Ishii, Ambassador Extraordinary and Minister Plenipotentiary, Vice-Admiral I. Takeshita, Major General Sugano, Commander M. Ando, Major S. Tanikawa, M. Nagai, Y. Okuwa, T. Imai.

The Korea Maru is a favorite ship with world travelers and always has a distinguished list of passengers.

Capt. W. T. C. S. Filmer, who succeeds Captain S. Togo who sailed for home on the Korea, as port captain; James Gliddon, Supt. of Commissary, whose heavy responsibilities never seem to affect his cheery disposition, and Eddie Roberts, energetic dock agent, were all on the job, and the ship was dispatched as usual without a hitch.

• • • • •

Another party of distinguished foreigners sailing on the Korea Maru was that of Admiral A. Koltchak of the Russian Naval Commission. He was accompanied by Commander D. Koletchitzky, Lieut. Commander B. Besvir and attendants. N. Petroff, Russian army officer, who has been in this country on business, also returned home on the Korea. He was accompanied by his wife and family.

• • • • •

After a four months' visit in America, during which he visited the leading cities of the East, on business connected with the trans-Pacific and South American service of the Toyo Kisen Kaisha, and at the same time inspected many of the steel making plants of this country, Ryoso Asano is sailing for Yokohama early in December. He is the Managing Director of the Toyo Kisen Kaisha with offices in Yokohama. He is also an active Director in the Asano Shipbuilding Company, which has immense yards at Tsurumi, Japan, in the Asano Goshi Kaisha and the Asano Cement Company.

Asano is a splendid example of the younger generation of successful business men in Japan. He was educated at Harvard University, and after graduation began at the bottom and worked his way through the various departments of the steamship business up to his present position.

He is a thorough sportsman in the best sense of the word, a lover of outdoor life, an expert motorist, and an enthusiastic

(Continued on page 40.)



Ryozo Asano, Managing Director
Toyo Kisen Kaisha.

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OVERSEAS TRADE

H. W. Deans, for more than five years assistant general manager of the San Francisco and Portland Steamship Company, and who resigned recently, has entered the employ of A. O. Anderson & Co., of which firm Frank Hitchings is the local representative.

The local office of the company represents large Norwegian interests, including many vessels that recently have been built on this coast. Deans will have charge of the freight end of the business.

Fred B. Simmons, well known in export business, was a passenger on the Persia Maru outbound October 29 for Hongkong. He goes to take up his new duties of assistant in the Hongkong office of Thos. W. Simmons & Company, one of the leading import and export houses of the Orient.

This concern while one of the "younger set" has shown a phenomenal growth and now ranks among the first in prestige and business. It handles vast quantities of steel, chemicals, hardware for export and imports Oriental merchandise of every description. Offices of Thos. W. Simmons & Co. are located in Hongkong and Yokohama, with representatives in the many cities between Japan and India.

The Standard Oil Co.'s new steamer, the Meitan, recently arrived at Chungking from Ichang, with a lighter carrying American kerosene. The trip was made in four days at a period when the rapids of the Yangtze River were very dangerous. It is the first time an American merchant ship made the journey. The same vessel attempted it some time ago, but rudder-trouble developed on the lighters accompanying the ship and it was necessary to put back for alterations at Shanghai. The only other merchant vessels at present running between Ichang and Chungking are owned by Chinese and fly the Chinese flag.

Bangkok, the picturesque capital of Siam, is to have a department store. One of the leading British general stores of the city has purchased extensive premises in a prominent part of the business district and a new building will be erected at once, specially designed for department store uses.

Trade returns show that although silk is generally considered a luxury, the industry has thrived despite the general cutting down on luxuries because of war time conditions. Silk is being increasingly used in upholstery and in other trades, and the larger prices of wool and cotton have tended to increase the normal consumption of silk.

The total August imports of manufactured silks was about \$115,000 more than in August of 1916, while the August values of raw silk imported reached \$23,201,820, compared with \$16,554,735 in August, 1916. Japanese imports of fabrics woven in the piece were valued at \$1,066,285, compared with \$254,595 in August of 1916. There was also a substantial gain in the silk importations in wearing apparel and laces, made in Japan. There was a decline in the imports of silk goods, coming via the Atlantic Ocean, both from France and England.

The importation of iron and steel into Japan set a new record in September, 1917. In that month 13 million dollars' worth of the principal kinds of iron and steel was imported at the 20 leading ports. In the preceding month the imports amounted to less than 10 million dollars. In September iron and steel for the first time displaced cotton in the imports from the United States to Japan.

A deputation of Hawaiian sugar producers recently left for Manila to investigate a project for the organization of new mills, to be built and organized with

Hawaiian capital. The lands will be operated as sugar estates by Manila capital.

* * * *

The foreign commerce of the port of Kobe has shown remarkable expansion since the outbreak of the war and it begins to appear that the old rivalry of the Far East as to the premier port would be settled by Kobe taking the honor away from Yokohama, Hongkong and Shanghai, the other contenders. In 1916 the total foreign commerce of Kobe increased 36 per cent. as compared with the year immediately preceding the war, or from 258 million dollars to 352 million. Though the latter amount constituted a record incomplete figures for 1917 indicate that the total for the current year will run 35 per cent. above that figure.

* * * *

According to reports published in Auckland, the phosphate deposits in the Pacific owned by German interests have been taken over by British interests, especially the deposits on Ocean and Ngaru Islands, which are considered among the finest phosphate deposits in the Pacific. In the past they have paid dividends of 25 per cent. to the companies operating them.

* * * *

Siam's imports of fresh meats, coming entirely from Australia, have declined in the past few years and now amount to only a few thousand dollars yearly. On the other hand Siam continues to import increasing quantities of preserved meat, either salted or canned. The purchases for 1915 amounted to 251,000 pounds, practically all of it coming from the United Kingdom or Hongkong.

* * * *

Reports from Moscow state that soap has become increasingly scarce in Russia and may soon be almost unobtainable. Coconut oil has been quoted as high as 50 cents per pound in the principal soap-making centers. Caustic soda is selling at 86 kopecs per pound. In the meantime laundry soap is almost unobtainable and laundry prices have soared to very high levels.

* * * *

A weather station was recently established in Puerto Plata by the United States Weather Bureau. The station is one of a system of 20 maintained by the Weather Bureau in the Caribbean Sea. All of these stations have recently been equipped with

new and improved machinery. The stations were originally installed to report the movement of storms during the hurricane season, which extends from July to October, but observations are now made throughout the year. Two observations a day are now cabled to Washington from each of these stations.

* * * *

The Imperial Japanese Diet has passed a bill authorizing the expenditure of 10 million yen for the extension of the Boryo and Giran railway lines in Taiwan. Of this sum two million yen is to be expended annually for a period of five years, the railway to be completed at the end of the fiscal year 1921. Operations began in September of this year. The construction contemplated is the extension of the Boryo Line from Ako to Boryo, with a view to serving the agricultural interests along the line, and an extension from Hatto to Suwo. The Giran extension, which is principally through mountainous country, is expected to aid the development of coal mining in Zuiho and Chosokei regions, where operations hitherto have not been successful owing to the difficulty of getting the coal out. It is expected that new veins of ore will be discovered.

* * * *

Elsewhere in these columns appears the announcement of M. Lucien, San Francisco's celebrated couturier. Lucien is a graduate of the famous designing schools of Paris and has made a reputation throughout all California for the beauty and individuality of his creations. He has made a particular study of the styles of Poiret of Paris and follows closely after his teaching. Lucien is not only a creator of beautiful styles but is a close student of the modern school of dress making, and has made a specialty of styles adapted to the draping and spirit of Oriental fabrics. Visitors from the Orient who bring material home with them will find that, by consulting Lucien, they can secure the most beautiful and original creations, which will bring out with best results the character and value of their Oriental materials. In addition to this, Lucien's salon is equipped to deliver orders in the shortest possible time so that travelers arriving in San Francisco can complete their wardrobe before leaving the city.

(Continued on page 89.)

EDITORIAL



Published on the first of each month
by the Advertising Department

Toyo Kisen Kaisha

(ORIENTAL STEAMSHIP CO.)

JAMES KING STEELE, Publisher and Managing Editor

Business and Editorial Offices

Suite 308-9, 625 Market Street, San Francisco

THE promotion of W. H. Avery from the position of assistant general manager to the post of advisor of the Asano interests is a fitting recognition of his untiring efforts on behalf of the Japanese.

For twenty years Mr. Avery has devoted his life to the upbuilding of the Toyo Kisen Kaisha—has given himself unsparingly and unselfishly to the company's interests. His initiative, his foresight and his wisdom have piloted it from its beginning, as an unknown concern with one small ship, to its present position of high reputation and profit as one of the most influential factors in the world's shipping. His unswerving loyalty, his unflagging energy and his pleasing personality have won success for his associates where another would have met defeat. In the doing, he has made for himself a secure place in the hearts of thousands of friends, who are rejoicing at his well merited advancement. While we are glad at his good fortune, our joy is tinged with sorrow by the fact that his new duties will perhaps keep him away longer from San Francisco, where we will miss his kindly advice, his generous sympathy, his splendid example and his valued friendship.

* * * *

One who would see the glories of budding spring in Japan must make an early start for there late winter and early spring contend for first place during the first months of the year. To be sure, there are snow flurries in January, February and March,

but during all of these months the camelia is in bloom and during January the earliest plum blossoms are to be seen, often flecked with snow. The period of "great cold" comes during the latter part of January and the first part of February. Theoretically that should be the coldest period of the winter. After that comes the period of "short cold," lasting for a few weeks, to be followed by the period of "remaining cold," which is the dying gasp of winter.

These last periods of the winter season appear on the Japanese calendar, but as frequently as not, the three phases of the cold season are so intermixed with warm sunny days and are so bedecked with early flowers that they hint more of spring than any other season. The vernal season begins on March 18th. Then the plum blossom is in full bloom and the nightingale is abroad. The Japanese say: "The winter is past, and the voice of the turtle is heard in our land." About this time the peach blossom appears and in the following month the wonderful cherry blossoms are to be seen in every corner of Japan.

It is in this month that the Imperial Cherry Blossom Garden Party is held each year at Ohama Goten, one of the detached Palaces in Tokyo. If it is possible to secure an invitation, no one should miss attending this world-famous function. The traveler who expects to be in Japan during April should, immediately on his arrival, call upon his minister or ambassador and make formal application for an invitation. If the traveler is known to his ambassador or carries proper credentials, it is usually possible to secure the

(Continued on page 93.)



LUCIEN
Couturier

AFTERNOON
AND
EVENING
GOWNS

DISTINCTIVE
TAILOR
SUITS

Particular attention paid to
orders from Travelers and
Trans-Pacific visitors.
Prompt attention.
Best workmanship.

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In SAN FRANCISCO
Open DOUGLAS 5259

"Personal Mention".

(Continued from page 35)

golfer, being one of the organizers of the Golf and Country Club at Tokyo. Although his visits to America are far apart, he maintains his connections with the leading American clubs, his latest membership being in the new Lakeside Golf Club of San Francisco, which with its new golf course is recognized as one of the finest in the world.



Ransford Stevens Miller, United States Consul General at Seoul, (Chosen). He returned to his post with the Ishii party via Korea Maru.

Ransford Stevens Miller, American Consul-General at Seoul Chosen (Korea), was a passenger on the Korea Maru. He accompanied the Imperial Japanese Mission under Viscount Ishii to Washington, participating on behalf of the State Department in the negotiations. Mr. Miller is rated as the Government's best informed man on Japanese affairs and his sound judgment is fully recognized. In 1895 he first began his work for the American government as a translator of Japanese. In 1906 he became secretary of the Legation (now an embassy) at Tokyo. Following this he had charge of the Bureau of Far Eastern Affairs at Washington, from whence he went to Seoul.

Mr. and Mrs. J. R. Kennedy of Yokohama were passengers on the Korea Maru. Kennedy is one of the well known newspaper men of Japan, where for the past

fifteen years he has been identified with Reuter's news agency and other news associations. He accompanied the Ishii party to this country and on their journey to Washington in an advisory capacity.

Both Mr. and Mrs. Kennedy are enthusiastic golfers, being members of the Tokio and Yokohama clubs, and their luggage contained packages that looked suspiciously like new golf equipment with which to surprise their fellow members.

On the last leg of a Round-the-Pacific Tour that began in January of 1917, Herbert Fitch, well known in New York financial circles, is now making a leisurely tour of Japan, having arrived at Kobe via Korea Maru. Fitch, after twenty-five years' activity in Wall St. as a member of the banking firm of Livingston & Co., retired from business to devote his time to an intensive study of finance and economics, particularly as related to foreign trade. The journey carried them through nearly all states of the Union, to Honolulu, and on to the South Seas, where last winter was spent. From New Zealand and Australia they went to New Guinea, which is far from the beaten track of travel. They visited Sumbawai, one of



Admiral Isamu Takeshita, who was a passenger on the Korea Maru.

the islands of the Dutch East Indies, where conditions of life are most primitive, there being no white inhabitants and the chief town, Telawan, being but a collection of huts.

(Continued on page 47.)



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LONGEST FLIGHT **LONGEST LIFE**
and giving the greatest all round satisfaction



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non floater



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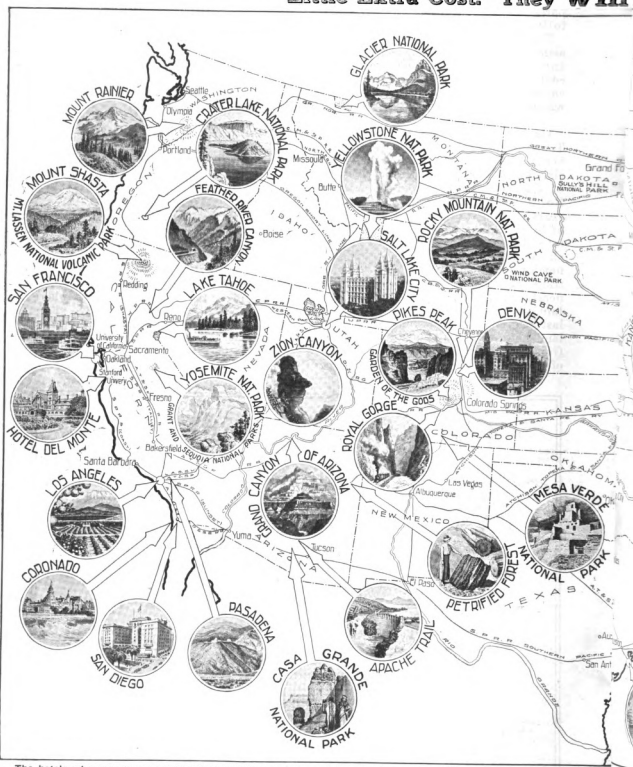
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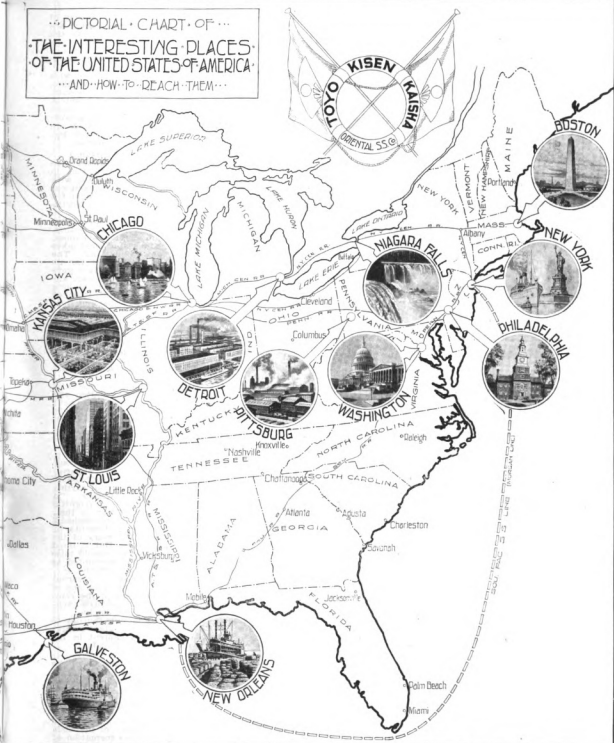
**American Railroad Facilities Are Such That Trans-
over at "These Interesting Places of
Little Extra Cost. They Will**



The hotels whose announcements appear in these pages are recommended as the best in their respective cities.

Continental Travelers Can Easily Arrange to Stop- America" on Their Journeys With But be Well Repaid By so Doing.

••• PICTORIAL • CHART • OF ••
• THE INTERESTING PLACES •
• OF THE UNITED STATES OF AMERICA •
••• AND • HOW • TO • REACH • THEM •••



Detailed information regarding these interesting places will be found on next page.

INTERESTING PLACES OF THE UNITED STATES

Which every traveler who crosses the continent should try to visit.

Every one of the places depicted on the pictorial chart appearing on the preceding pages is easy of access, most of them being located on the main line of some great railroad system. Views of these are shown in the engravings, while the location is indicated by the arrow. They are well known as the "show places of America" and are as such briefly described as follows:

(First row, left hand page, top to bottom.)

Mt. Rainier—It rises nearly three miles above sea level. Dominant peak of Rainier National Park in Washington. This Park has twenty-eight glaciers, some of them of large size. Reached by Chicago, Milwaukee & St. Paul Railroad and by Union Pacific System.

Mt. Shasta—A mighty snow-capped peak over 14,000 feet high in northern California. On the Shasta Route of the Southern Pacific and plainly visible for a long time from the car windows. Mt. Lassen, California's active volcano is also visible from car windows along this route.

San Francisco—Fascinating City of the Golden Gate—celebrated in song and story, needs no description. Port of departure for the Toyo Kisen Kaisha steamers for the Orient. Just across the Bay from San Francisco is Mt. Tamalpais, a tall peak from which a view of unparalleled extent and beauty is obtained. This panorama extends from the Bay to the Sierras. At the summit is a quaint and comfortable tavern. The trip to the top is made by steam train over the crookedest railroad in the world and is intensely interesting.

Hotel Del Monte—Oldest and most famous resort on the Pacific Coast. Four hours from San Francisco. On the bay of Monterey, said to be the Bay of Naples' only rival. Del Monte has two wonderful golf courses green all the year, magnificent motor roads, wonderful bathing, fishing, hunting, and all outdoor sports. Scenery of forest and shore of inspiring grandeur. On line of Southern Pacific.

Los Angeles—Industrial and tourist center of southern California—the greatest tourist center in the world. Attracts visitors from everywhere because of the warm, delightful climate, unexcelled automobile drives (of which there are more than five hundred miles of paved asphalt), orange groves, splendid winter homes and great hotels. Los Angeles has grown faster than any city in the world, and covers a greater area than any American city. Served by the main lines of the Santa Fe and Southern Pacific and Salt Lake Route. Has some of the finest resort hotels in America.

Hotel del Coronado—On the point of land opposite San Diego is Hotel del Coronado, a magnificent summer and winter resort, which is thronged each season by fashionable Eastern visitors. It is the home of polo on the Coast, the season's games beginning there and ending at Del Monte. Yachting, bathing, golf, polo, and other sports are offered to guests. Reached by Santa Fe R. R.

San Diego—Here is a thriving city on the bay of the same name. It is famous for its equable climate, which varies but a few degrees the year through. It is the southern terminal of the Santa Fe Railroad.

Pasadena—Only a few minutes' ride from Los Angeles is Pasadena (the Crown of the Valley), one of America's most celebrated winter resorts. Here are magnificent winter homes and palatial hotels—finest automobile drives, golf courses and everything for the visitor. On line of Santa Fe, Los Angeles and Salt Lake R. R. and Southern Pacific.

(Second row, left hand page, top to bottom.)

Crater Lake, National Park—A giant lake of extraordinary blue in the crater of an extinct volcano that has no outlet or inlet. Its sides are 1000 feet high. Here are interesting lava formations and the finest of trout fishing. Reached by the Southern Pacific.

Feather River Canyon—A gigantic gorge a hundred miles long, through which the Western Pacific enters California. Magnificent scenery every foot of the way. Trains pass through Feather River Canyon in daylight. Unequalled trout fishing. At head of the Canyon is the Feather River Inn, California's newest mountain resort. This is one of the most attractive places of its kind in the world. Fine table. Station directly on the Western Pacific railroad. Open June to October.

Lake Tahoe—A beautiful lake thirty miles long

a mile above the sea. Famous for its superb scenery. On line of the Southern Pacific.

Yosemite National Park—A valley of world wide fame in the high Sierras. Here are lofty cliffs, waterfalls of extraordinary height and beauty. Good accommodations at the camps and hotels. Close by are the Mariposa Big Trees, the oldest living things in the world; also two other groves; also Grant and Sequoia National Parks, which are full of scenic wonders. Reached by Southern Pacific, Santa Fe and Yosemite Valley Railroad.

(Third row, left hand page, top to bottom.)

Glacier National Park—A rugged mountain region of unsurpassed Alpine character. It abounds in sensational scenery of marked individuality, with peaks of unusual shape and height, and precipices thousands of feet deep. It has 250 glacier-fed lakes and 60 glaciers. Reached by the Great Northern Railway.

Yellowstone National Park—Here are more geysers than in all the rest of the world together. Spouting geysers, boiling springs, mud volcanoes, many large streams and waterfalls and great lakes all combine to make it a vast wonderland. The Canyon of the Yellowstone is remarkable for its gorgeous colorings. The vast wilderness is a government preserve for bison, elk, deer, moose, antelope, bear, mountain sheep, beaver, etc., making the greatest game preserve in the world. Reached by Union Pacific System, Northern Pacific and Burlington routes.

Salt Lake City—Capital of the State of Utah and famous as the headquarters of the Mormon Church. Great temple and tabernacle among the sights. Situated on Great Salt Lake, a gigantic body of salt water a mile above the sea level. On the Union Pacific, the Denver and Rio Grande, the Western Pacific, the Southern Pacific, and the Salt Lake Route.

Zion Canyon—A scenic wonderland only recently opened to the public. Superb rock formation and mountain scenery. Described by Jack Lait, well-known Chicago writer, as "Written by Oscar Wilde, illustrated by Sargent, set to music by Wagner, O.Ked and published by God Almighty, as a composite masterpiece of poetry, color and symphony." Reached by automobile from station of the Los Angeles and Salt Lake Railroad.

Grand Canyon of Arizona—"It is beyond comparison—beyond description; absolutely unparalleled throughout the wide world," said Theodore Roosevelt. "By far the most sublime of all earthly spectacles," said Charles Dudley Warner. "A pageant of ghastly desolation and yet of frightful vitality such as neither Dante nor Milton in their most sublime conceptions ever even approached," said William Winter. From these statements by well known writers some idea of the glory of the "Titan of Chasms" can be gleaned. But it must be seen to be appreciated and no one should miss it. On the line of the Santa Fe and accounted as one of the world's greatest scenic attractions.

Casa Grande National Park—One of the reservations set aside by the U. S. Government as one of the people's playgrounds. Here are seen the remnants of Indian tribes and relics of America's earliest civilization. Reached by Southern Pacific.

Apache Trail—A wonderful automobile journey to the great Roosevelt Dam, one of the giant irrigation projects installed by the Government in the Southwest. On line of the Southern Pacific.

(Fourth group, center.)

Rocky Mountain National Park—A section of the heart of the Rockies set aside for the public enjoyment. A vast collection of snowy peaks ranging from 11,000 to 14,250 feet in altitude. Remarkable records of the glacial period are to be seen here. Good accommodations. Reached by the Union Pacific system.

Pike's Peak—Garden of the Gods—Pike's Peak towers over 14,000 feet and the Garden of the Gods is a great preserve of fantastic stone formation of rare beauty. A cog railroad ascends to the top of

Continued on Page 98

CHOICE OF FOUR ROUTES

Across America from San Francisco

With the Best Appointed and Best Operated Trains Affording every Comfort and Luxury in Travel.

"Sunset Route"—*Two Daily Trains to New Orleans via Los Angeles, Tucson, El Paso, San Antonio and Houston with opportunity for the tour over the "Apache Trail". Connecting with Limited and Express trains to New York, Washington, Philadelphia, Chicago, etc. and also with Southern Pacific Steamers to New York.*

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"Ogden Route"—*Four Daily Trains to Chicago—shortest and quickest way East—via Ogden and Omaha, or via Denver, Kansas City and St. Louis. Connecting with through trains to Eastern cities.*

Through the beautiful American River Canyon, crossing the Sierras in the heart of the Lake Tahoe Region, and over the Great Salt Lake Cut-off.

"Shasta Route"—*Four Daily Trains to Portland, Tacoma and Seattle—Connecting with through trains to Chicago, St. Paul, Minneapolis and Montreal, traversing the Great Pacific Northwest.*

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If you are it will be decidedly to your advantage to route your journey as far as possible over the lines of the Union Pacific System — the premier railroad of the western United States.

From San Francisco through trains to Chicago reach the Union Pacific via the Ogden line of the Southern Pacific. You will find that the Overland Limited and the Pacific Limited provide exceptional luxuries of equipment and service.

From Los Angeles take the Los Angeles Limited or Pacific Limited, through trains to Chicago, starting east over the Salt Lake Route. These also are luxurious trains.

From Seattle, Tacoma or Portland take the Oregon-Washington Limited. This splendid through train to Chicago starts east over the lines of the Union Pacific System.

Also excellent service to Kansas City and St. Louis. From any point on the Pacific Coast to any Atlantic port and to most inland cities the Union Pacific is a *logical link* in the journey.

The Union Pacific System maintains a special department to assist foreign travelers, in charge of Mr. G. H. Corse, Jr., Foreign Passenger Agent, with headquarters at 58 East Washington St., Chicago, Ill. Call on him in person or by letter or telegram, whenever information or assistance of any kind is required. This service is at your disposal without charge.



Union Pacific System

G. H. CORSE, JR., Foreign Passenger Agent
58 East Washington St., Chicago, Ill.

S. F. BOOTH, General Agent
673 Market St. San Francisco

(356)

"Personal Mention."

(Continued from page 41.)

The natives are fierce and war-like and carry two or three big knives instead of one. Leaving New Guinea Mr. and Mrs. Fitch went through India, stopping at Lombok, where there are two hundred and fifty thousand natives ruled by about fifty white people. Java, Straits Settlements, Cochin China, Annam, Inam and Tonkin China were visited, and then several weeks were spent in Hongkong.

After a stop-over of considerable time in Japan Mr. and Mrs. Fitch will return to America via Honolulu. Mr. Fitch is preparing a series of articles on his journey, which will undoubtedly be read with great interest in this country.

* * * *

Among the prominent passengers sailing on the Korea Maru was Hampson Gary, Mrs. Gary, F. Gary and Miss H. Gary, enroute to Cairo, Egypt. He was formerly legal counsel to the State Department and was recently appointed diplomatic Envoy and Consul-General to Egypt. He will arrive at his post by way of Japan and the Orient.

* * * *

If Japan can obtain supplies of iron



General H. Sugano, who returned to Japan on the Korea Maru.

ore from the iron mines held by her in China, in addition to the ore extracted from the iron fields in Korea, she will become independent of American steel ex-

(Continued on Page 49.)

WORLDWIDE



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The Traveler's Best Friend

Whether your journey be for pleasure or business—at home or abroad—the AMERICAN EXPRESS COMPANY stands ready with the efficient service to help you plan and to assist in the success of your trip.

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Leave San Francisco

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Through the United States over the most interesting route San Francisco to New York



Arrive Yosemite Valley

2:30 p. m.

Leave

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Arrive
Grand Canyon
Leave

7:30 a. m.

7:40 p. m.



Arrive Chicago 11:15 a. m.

Leave 12:40 p. m.



Arrive
New York
9:40 a. m.



JAS. B. DUFFY, Gen'l Agent,
Market St., at Second, San Francisco.

H. E. VERNON, Gen'l Agent,
926 Fort St., Honolulu, T. H.

"Personal Mention."

(Continued from Page 47.)



Capt. S. Togo, first Japanese officer to command one of the big Toyo Kisen Kaisha ships. Until recently port captain for the Company at San Francisco.

ports. Already over one-third of the iron deposits of China are controlled by Japanese capital. The only thing lacking for their exploitation is heavy machinery, which cannot be obtained at present from the United States, on account of the embargo.

These are the statements credited in a morning paper to I. Yatsui of the Mitsubishi Company, one of the largest ship-building, mining and oil corporations of Japan, who, with K. Yamagishi, director of the company's interests in China, returned to Japan on the Korea Maru.

Captain S. Togo, port captain of the Toyo Kisen Kaisha at San Francisco, sailed for Japan on the Korea Maru. Captain Togo has made a host of friends since

(Continued on Page 51.)

J
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The Pacific Limited

You journey
from San Francisco to
Chicago on this splendid train assured of
enjoying all those refinements and luxuries
of travel associated
with the best in modern American railway transportation.

Is the choice of a large
number of discriminating travelers making a
transcontinental journey across America.

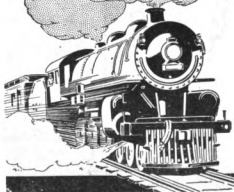
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Passenger Traffic Manager
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The above engraving shows (on the left) the Shinyo Maru, crack liner of the Toyo Kisen Kaisha fleet, outbound from the Yokohama harbor. On the right is the great Anyo Maru of the South American Line, loading for West Coast points.

The Ocean Services of Japan.

(Continued from page 27)

Yokohama-Shanghai line, one of the most popular steamship services in the Far East, provides sailings twice a week. There are sailings three times monthly from Yokohama to North China and from Kobe to North China every six days. The Kobe-Vladivostock line, which has been especially busy since the outbreak of the war, has sailings three times a week. Minor local services are as follows: Hakodate-Karafuto, five times a month; Kobe-Kee-lung, six times a month; Kobe-Oturu,

every three days; Yokohama Bonin Island, monthly.

The Nippon Yusen Kaisha has constantly extended and augmented its lines since the beginning of the war, in line with its progressive policy, and has taken care of a large amount of traffic without which service many American and Japanese industries would have languished.

Another important trans-Pacific cargo-carrying line is the Osaka Shosen Kaisha, which operates between the Orient and Puget Sound. Its fleet of steamers em-

(Continued on page 57)

West Point

Passing West Point, the Nation's military academy, reminds the passenger that the train he is traveling on,

The Famous Overnight

20th Century Limited

between Chicago and New York, is just as truly a great

National Institution

It is emblematic of American business efficiency and progress.

EASTBOUND		
Lv. Chicago 12:40 noon	Ar. New York 9:40 a.m.	Ar. Boston 11:55 a.m.
WESTBOUND		
Lv. Boston 12:30 noon	Lv. New York 2:45 p.m.	Ar. Chicago 9:45 a.m.

New York Central Railroad

"The Water Level Route"—You Can Sleep

Ten other daily trains provide unexcelled service and convenient schedules.

Any New York Central Lines representative will be glad to furnish any travel information desired and attend to all the details of your trip.

"Personal Mention."

(Continued from page 49.)

coming to San Francisco by his courtesy and ability. He is accompanied by Mrs. Togo and son. Capt. W. T. C. S. Filmer of the Shinyo Maru has succeeded him as port captain.

* * * *

W. A. Young, Jr., General Passenger Agent for the Pacific Mail Steamship Company, who has been in the Philippines, China and Japan for the past three and one-half months, returned to San Francisco via SS. Columbia.

Mr. Young's tour was one of observation and business, which took him to the leading travel points throughout the Orient. All of Mr. Young's friends in transportation circles on the Pacific Coast are glad to see him back again.


* * * *

Daulton Mann, J. H. Rosseter's keen young lieutenant, who has been making a tour of Central and South America, has a surprise in store for him when he returns.

Dispatches from New York recently announced that at the director's meeting of the Pacific Mail Steamship Company, Mann was appointed vice-president and

(Continued on Page 53.)

J
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GOING EAST
Through
LOS ANGELES
COSTS NO MORE
Than via Direct Lines
FROM SAN FRANCISCO

The Los Angeles Limited

is a De Luxe Train of Drawing Room-State-room Sleepers, Observation Buffet Cars and Dining Cars, through from

Los Angeles to Chicago

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For Tickets and Pullman Reservations ask
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PALACE HOTEL, SAN FRANCISCO

The Interstate Commerce Commission says:

"The efficiency and excellence of the present service over both of these routes appears not to be questioned."

"Rarely does a record before us present an array of witnesses whose testimony so uniformly indorses the character of the service as does this record."

The above refers to the Steamship Service of the

"MORGAN LINE"

Operating between

New York and New Orleans

New York and Galveston

Forming a part of the

SOUTHERN PACIFIC LINES

Through Louisiana, Texas, New Mexico, Arizona,
California, Oregon

J
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Arrival of the Imperial Japanese Mission at the Hotel St. Francis

HOTEL ST. FRANCIS

Headquarters for the Orient's Most
Distinguished Visitors

UNDER MANAGEMENT OF

JAMES WOODS

SAN FRANCISCO



"Personal Mention."

(Continued from page 51.)



Chozo Ota, Toyo Kisen Kaisha representative who has gone to South America in the interest of the Company. Mr. Ota will make his headquarters in Valparaiso and devote himself to the work of the South American Line.

assistant to the general manager. He is one of the youngest men in the transportation business and has made a record for executive ability.

Sailing from San Francisco on the Siberia Maru, Captain R. Maki, Nov. 20th, were D. H. Blake and daughter, Miss Dorothy Blake. Mr. Blake is vice-president of the American Trading Company and of the International Trading Corporation, Limited, and is one of the most prominent American business men in the Far East. He came to San Francisco to recuperate from the strain of several years' continuous work in the Orient, visiting his brother, Dr. Wm. Ford Blake, the celebrated specialist in San Francisco. Com-



Capt. W. T. C. S. Filmer, known to hundreds who crossed the Pacific on the S. S. Shinyo Maru, now on shore duty as Port Captain at San Francisco.

HOTEL STEWART SAN FRANCISCO

On Geary Street, Just off Union Square

\$1.50 A DAY UPWARD | Breakfast 60c, Lunch 60c, Dinner \$1
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New steel, concrete and brick structure. 350 Rooms, 300 Connecting Bath Rooms. A high class hotel at very moderate rates. Homelike Comfort rather than unnecessarily expensive luxury. The Stewart is known favorably in the Orient, the Antipodes, the Hawaiian Islands and to the Tourist. In the center of theatre and retail district. On car lines transferring to all parts of city. Motor bus meets all trains and steamers.

Charles A. Stewart and Margaret Stewart, Proprietors

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under the direction of

MRS. DOUGLAS CRANE

The wonder spot of San Francisco

SPLENDID SERVICE

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pletely recovered after a few weeks here, he went on to New York and Eastern cities, where he spent considerable time on business affairs.

Miss Blake, who is a beautiful young woman, was the motif for much informal entertaining among her girl friends while in San Francisco.



The Golden Pheasant

As the Most Central Place in San Francisco to

BREAKFAST

Needs No Introduction to Most

TRAVELERS

To Those Unacquainted

THE GOLDEN PHEASANT

Is at 32-36 Geary Street (Just Above Kearny)

The unusual variety of Coffee Cakes, Delicious Coffee, Crisp Rolls and quiet, yet attentive, Service prompt these same BREAKFAST patrons to return for

LUNCH AND DINNER

No Music

No Cabaret

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THE MANILA CARNIVAL

Premier fun-making annual event of the Orient to be held this year as usual.
The "Nine Days Wonder" celebration at the "Crossways of the World."

By CLARENCE COLEMAN.

The Manila Carnival! Hailed the length and breadth of the Orient as the annual "Joy Fest" of the East. To one who has been in Manila during the carnival season, its memory is kaleidoscopic. For nine tempestuous days and nights, Revel is King.

New Orleans is justly proud of its Mardi Gras, which yearly delights and entertains many thousands of amusement lovers, but Manila with its rich Oriental scenery, unique location and ideal cool season weather outrivals this classic celebration of the Sunny South.

Pilgrimages to the shrine of King Carnival are made every year by devotees of

mirth and merriment from nearby Hongkong, from busy Shanghai, and even from unsmiling Yokohama. Everyday Manila is cosmopolitan, but at carnival time it would appear that the world is present en masse.

Considerable discussion was held in August of this year as to the advisability of holding the carnival next February as usual. The American papers and the Merchants' Association of Manila held that it would be undignified and improper for Manila to give itself up to nine days of joyous dancing and pleasurable gaiety while America was at war. After considerable discussion it was decided to have the car-

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nival, and so early February will again witness the justly famed spectacle that entertains the entire Orient.

The first Manila Carnival was held ten years ago and was purely an American institution. It has been carried on as such every year since, but the last three years have witnessed increased interest on the part of the Filipinos, with the result that Americans have stepped aside and the next carnival will have a Filipino director-general. The Filipinos are intensely artistic and wonderfully musical and can be relied upon to put on a show that will be talked about.

The layout of the carnival is similar to that of county fairs in the United States. Everything is of temporary construction, with the main street in the center of the grounds, and the sideshows facing it. Among the sideshows may be found the Dusky Dodger, the Snake Charmer, the Shooting Gallery, Japanese Jugglers, Darktoun Cabaret, Chinese Theater, Merry-go-Round, and a score of interesting stunts calculated to gather in the shekels of the joy seekers.

The piece de resistance of the carnival is the auditorium. Here in the open air are held the carnival grand balls. Every night witnesses a gorgeous spectacle of colorful costuming, for the carnival parties are all "en masque." The auditorium, an architectural delight, different every year, is ablaze with incandescent light. The tropical moon, too, plays an important part in the lighting effect and sheds its benevolent rays upon the merry fun-makers with impartial effulgence.

The carnival starts Saturday afternoon with a grand street parade. Thousands upon thousands of costumed carnivalistas participate. The floats are numerous and beautiful, outrivaling the Mardi Gras efforts at New Orleans. Hundreds of bands of music march in the line. Expensive prizes are given for the most artistic groups, the most comical, and for floats, symbolical as well as commercial. The destination of the paraders is the carnival grounds, and the entire concourse swings into the entrance gates, salutes are fired and Dull Care beats a strategic retreat. Devils, Clowns, Pierrots, Yama Yamas and thousands of others then engage in a mad hand to hand conflict with confetti for ammunition. After which a mad rush for the beer garden, without which no carnival is successful.

(Continued on page 69)

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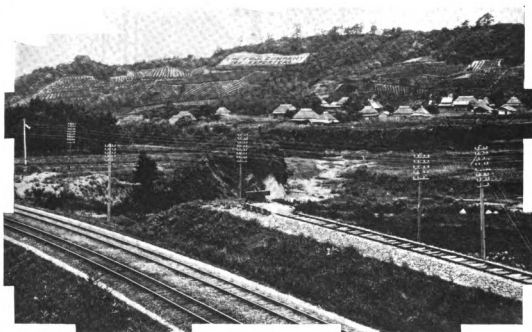
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Chosen, (Korea) The "Hermit Kingdom" now under Japanese authority, Manchuria with its War Memories, Tientsin, Peking and the great Yangtze River, all abounding in great interest.

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The above engraving gives a general view of the packing plant and tea farms of the Fuji Company at Shidzuoka, Japan. Shidzuoka is now recognized as the shipping center of the tea industry in Japan.

"The California Chain"

Fairmont Hotel, crowning the acropolis of **San Francisco**, compels the admiration of all travelers entering the Golden Gate. This huge edifice, within and without, is one of the most beautiful buildings in the world.

Maryland Hotel, **Pasadena**, in a veritable garden in the "City of Roses", with its beautiful Bungalows expresses the loveliness and ease of life in **Pasadena**. The Sea, Mountains, Old Missions, and countless park-like drives invite the Motorist to its environments.

Huntington Hotel, **Pasadena**, viewing a magnificent panorama, looks out over rolling country with Golfers at play. Orange Groves laden with golden fruit, and Forests climbing the mountains in the background, whose peaks are covered with perpetual snow.

Green Hotel, **Pasadena**, ever vivid with flowers and graceful in its lines, typifies the architectural charms and restful atmosphere of Southern California. Golf, Polo, Tennis and all outdoor sports attract the visitor to **Pasadena**.

Palace Hotel, **San Francisco**, famed the world over as a gathering place of cosmopolitans, the Historical Hotel of the city, covers two acres in the heart of **San Francisco**, and devotes more space to public purposes than any other Hotel in the United States.

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PALACE HOTEL, San Francisco, California, Roy Carruthers, Manager

MARYLAND HOTEL, HUNTINGTON HOTEL, GREEN HOTEL, Pasadena, California

(Operated by the California Hotel Company, D. M. Linnard, Principal Owner and Manager)

The Ocean Services of Japan.

(Continued from page 53)

braces: Tacoma Maru, 12,000 tons; Chicago Maru, 12,000 tons; Seattle Maru, 12,000 tons; Panama Maru, 12,000 tons; Mexico Maru, 12,000 tons; Canada Maru, 12,000 tons; Hawaii Maru, 18,000 tons; Manila Maru, 18,000 tons.

Between San Francisco and Orient

The Toyo Kisen Kaisha, now the greatest passenger line across the Pacific, maintains fast and frequent service between San Francisco, Honolulu, Yokohama, Kobe, Nagasaki, Manila, Hongkong, Shanghai. Its great liners are recognized as among the finest vessels afloat and are the favorites among travellers. They are designed especially for speed and comfort and are equipped with every modern device for the safety, convenience and luxury of passengers. In addition to these unequalled passenger accommodations, they are also great cargo carriers, which made them exceptionally steady.

(Continued on page 59)



The swimming tank aboard a Toyo Kisen Kaisha liner enables the passenger to enjoy a swim in the open air daily.



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is complete unless it includes
Southern California

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JOHN McE. BOWMAN
PRESIDENT

The Ocean Services of Japan.

(Continued from page 57.)

One of the features aboard these boats is the outdoor sport and activity. This is possible because on the semi-tropical route via Honolulu, "the pathway of the sun," which is traversed by Toyo Kisen Kaisha steamers, the weather is so delightful that life out of doors is possible practically every day in the year.

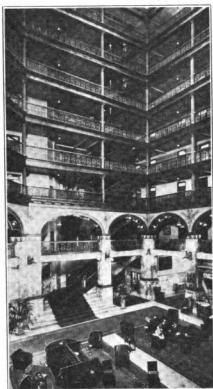
The passenger fleet of the Toyo Kisen Kaisha consists of the following: Shinyo Maru, Tenyo Maru, Siberia Maru, Korea Maru, Nippon Maru and Persia Maru. The first two named are triple screw turbiners of 21 knots speed, with displacement of 22,000 tons. The Siberia Maru and Korea Maru have twin screw engines, are 18 knots speed and measure 20,000 tons, while the Nippon Maru is 11,000 tons and the Persia 9000 tons.

In addition to these this company has some seven other vessels on the freight conveying service which are of great capacity.

South American Line

The South American fleet at present comprises the Anyo Maru (18,500 tons), the Kiyo Maru (17,200 tons) and the Seiyo Maru (14,000 tons). These are equipped for first, second and third class passengers and ply between Honkong, Moji, Kobe, Yokohama, Honolulu, San Francisco, San Pedro (Los Angeles), Salina Cruz, Balboa (Panama), Callao, Arica, Iquique and Valparaiso.

The growth of the ocean services of the Toyo Kisen Kaisha is one of the most interesting phases of Japan's great maritime progress and is due to the untiring and conscientious efforts of its management to please the American travelling public.



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Two Thousand Rooms with Bath
Circulating Icewater in Every Room

OPENS JUNE, 1918

Some Hotels of Japan.

(Continued from page 25)

At Shanghai, the usual port of debarkation for passengers planning the tour, and also an important port of call for trans-Pacific ships, there are two excellent hotels.

Astor House and Palace Hotel, Shanghai

Shanghai is the New York of the Orient, a big, busy, commercial city, where the life is gay and interesting. It is one of the most fascinating cities of the Far East. Here are two hotels, the Astor House Hotel and the Palace, under one management of Captain Henry E. Morton. Capt. Morton in his long and active sea-going career was one of the most popular and best known captains in the trans-Pacific service. His vast acquaintance and years of experience enable him to anticipate exactly what his guests require and to make them comfortable and happy. And anyone who knew Capt Morton at sea and his wonderful discipline, can appreciate why the service in his hotels is the finest possible. The hotels are operated on the American plan, with rates from seven yen per day and upward.

Life in Japanese Inns

As soon as the visitor to Japan gets off the beaten track of travel, where the foreign hotels such as are described above are found, accommodations must be obtained at the Japanese Inns. Such experiences are never to be forgotten, as they give a true insight into the life and customs of the people. Trowbridge Hall, the well known writer whose articles on "Motoring in Japan" have been appearing in current issues of "Japan," gives a delightful description of his stay at one of these hostelries. (This is reproduced by permission from "Motor Travel" of New York) as follows:

"Such a contrast is the Japanese inn of tonight to the semi-European hotel of last night! Immaculately clean are the wooden floors, dark and highly polished from the constant rubbing of bare and slipped feet in the continual passing to and fro. The speckless kitchen is fearlessly opened to the inspection of all guests; in truth one can hardly escape it, for the kitchen is in the very front of the house, while the best rooms occupy the rear, together with the garden. And this garden is a dream in Japanese beauty; a hidden retreat where the master of the house in his leisure mo-



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European Chef.

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ments can quietly and meditatively study nature; all nature being represented here in miniature. From our rooms we can step directly into this garden, when the *shoji* paper screens forming the outer walls, are thrust aside. The rooms are "eight-mat rooms"; the sizes of all rooms being indicated by the number of mats, as mats are invariably the same size—6 ft. x 3 ft.

In one corner is an alcove known as the Tokonoma, where stands a vase of exquisite porcelain, into which is thrust a long, graceful branch of a cherry tree in full blossom. Behind is hung a kakemono, a scroll painting by some famous artist. Next to this alcove, occupying the rest of that side of the room, are cupboards, perhaps three feet high from the floor, the doors of silvered paper, covered with sketches of some fabled animals. Above are a couple of shelves with one treasured curio on each shelf. Two cushions of silk lie on the floor, an arm rest alongside, upon which to lean when sitting—or rather squatting—on the cushion. A tabako-bon, or tobacco tray, being a metal cup three-fourths full of ashes, with a few tiny bits of live charcoal, is ready for lighting your cigarette; while a hibachi, a large bronze urn full of burning charcoal, over which an ornate iron kettle merrily sings, is handy to a little table, perhaps eighteen inches high, carrying two or three tea cups. Over the doors are framed panels of calligraphy, suggesting the "God Bless Our Home," worked in worsted, hanging in many back-country houses; but these wordings are descriptive of the thoughts which scenes from the window suggest.

Such is the bare inventory of the furniture, but the daintiness is beyond words; and then to think that most of this furniture is changed every week, so that the inmates may never grow weary of gazing at the same things.

The writer was installed in his room only with the help of three neosans,* who, from their actions, "seemed to entertain some happy hopes as to the vulnerability of his heart." Despite all protests, his clothing was removed piece by piece, each being subjected to the curious scrutiny of all the giggling three. Just in the nick of time a cotton kimono appeared on the scene and was thrown round his now blushing form, and he was escorted to a tub of amazingly hot water, where to his

*Literally "elder sisters."

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THE SHANGHAI HOTELS, Ltd.

CAPT. H. E. MORTON

MANAGING DIRECTOR



In the Japanese Inns the "Neosans" (elder sisters) take the place of bell boys.

great relief he was allowed to parboil—alone.

At eight o'clock, unannounced, the neosans again glide in and start to make the beds, which consists of spreading a thick comforter, called futon, on the floor. Natives content themselves with one; pampered Europeans demand several, and it is said you can judge one's popularity by the number of his futons. As a top covering you are given another wadded comforter of flowered silk, made into something like a huge overcoat. You slip it on backward; that is, the back of your coat covers your chest; and you are ready for the night. As nothing but rice paper stretched on light, wooden frames protects you from all outdoors, police regulations demand heavy wooden shutters to be drawn completely round the house, boxing you up, so to speak, for the night. The slightest noise, a cough, someone turning in bed, the rap of a pipe against a tabakobon, telling of a night-cap smoke, can be heard from one end of the house to the other; for the only partitions between rooms are fusuma, wooden frames, pasted over with ornamental paper, removable at



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Some Hotels of Japan.

(Continued from page 65.)

will. Amid these strange and somewhat disquieting surroundings sleep comes slowly, but it comes at least.

* * *

A long-drawn, rasping screech just outside the room, followed by a loud bang that shakes the house awakes us with a start. The amado are being shoved into their day-time shelter, as a hint to sleep no more.

No Japanese innkeeper would dream of being so impolite as to tell his guests to get up; but with a din, followed by a glare of light, making more sleep improbable he accomplishes the same result with perfect etiquette. While only six o'clock, we take the hint and pull aside the paper shoji opening into a narrow passage; then similar shoji on the farther side, and step into the dainty garden beyond. The trees are all a-drip from a fine drizzling rain, so we linger but a moment, long enough, however, to find on returning that our beds have been spirited away—this time, by way of suggestion to get dressed.

So search is made for the washroom, which when found is seen to be partially occupied by two Japanese ladies (fellow-guests), nude to the waist, busy with their toilet. They keep right on, utterly oblivious of a strange man's presence until he begins to brush his teeth. That somehow seems to excite their curiosity. The man, noticing this, endeavors to brush with a more graceful sweep than before, but not having been taught to perform with tooth brush in public, must have dismally failed, for the women burst into laughter and leave the room.

Wooden tooth brushes, by the way, are supplied to all guests at Japanese hotels. They are sticks of wood, twice or more the size of a pencil, the top, to half an inch down, slivered into fine bristles, giving the appearance of a small paint brush. Salt is generally used as a tooth powder. The stranger's soapy powder foaming at the mouth probably caused the excitement and hilarity.

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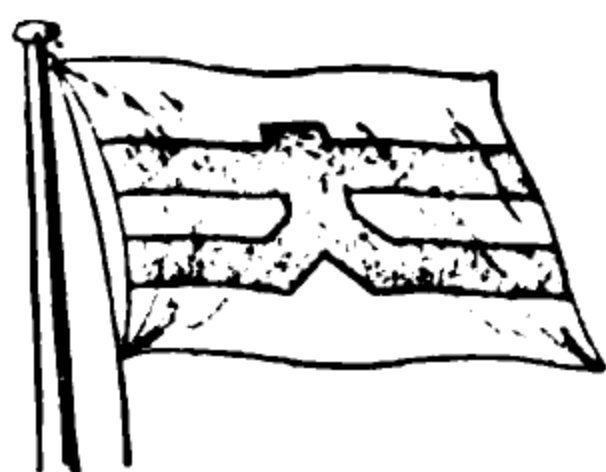
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Manila Carnival.—Continued from page 55.

Usually the Devil Raising Ball is held the opening night, His Satanic Highness being present in effigy.

The second night usually witnesses the Coronation Ball, and the impressive ceremonies attendant upon the crowning of the Carnival Queen. This year Mela Fairchild, the beautiful daughter of George H. Fairchild, was Queen, and with her Prince Consort, Dr. Vaughn, of the United States Army, made a glorious and much sought-after ruler.

Then follow the Filipino Ball, the Comparsas, Parejas, Stockholders', Army and Navy, and Popular Balls. Each night brings out new costumes. Once in the throes of carnival spirit all Manila gets the habit. The staid old city throws off the garb of respectability and responsibility and responds to the Joy of Living. Laughter, lights and music. On with the dance!

When the last dance is over and the Closing Committee has made its final report, Manila sighs and immediately begins to plan for the following year.

ALL HAIL THE MANILA CARNIVAL. JOY, LAUGHTER AND NO REGRETS.

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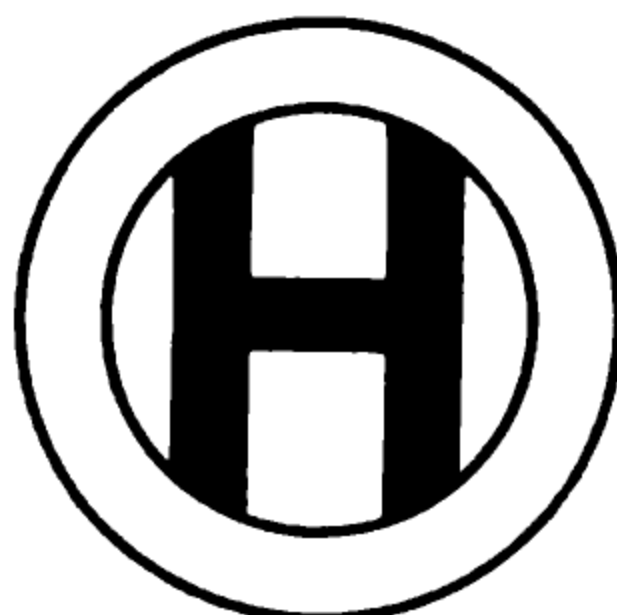
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"BUSINESS IS HANDLED IN AN EXTENSIVE WAY"

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IMPERIAL GOVERNMENT RAILWAYS

own and operate a network of lines
extending over 5,800 miles and
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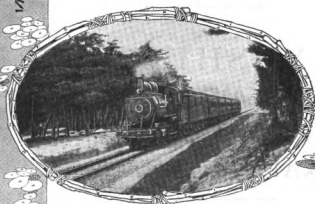
FIRST-CLASS equipment and fast service is maintained on the fine express and through trains, which carry chair, sleeping and dining cars.

Excellent accommodation and frequent service is provided between the principal cities of the Empire. These trains have English speaking guards, guides, conductors and Chefs-de-Train.

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For further information
and literature address
Traffic Department,
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Agencies.

THE TOKYO—SHIMONOSEKI EXPRESS

TOYO-KISEN-KAISHA

(Oriental Steamship Co.)



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TOYO KISEN KAISHA is the largest steamship company operating between San Francisco, Japan and the Orient. It maintains fast and frequent service across the Pacific, following the "Pathway of the Sun" along the semi-tropic route. This is one of the most delightful ocean voyages in the world, as it carries the passenger over smoothest seas and, by touching at Honolulu, affords a pleasant break in the journey. The steamers of this line are of the very most advanced types, having been built especially for this service.

The fleet consists of vessels of various sizes, from the giant liners of 22,000 tons to the smaller but no less comfortable vessels of 10,000 tons.

Detailed description of the fleet and the sailings, together with a full list of company agents, are found in the following pages.





FLEET and SAILINGS - -

TOYO KISEN KAISHA at the present time operates the finest passenger steamers in its trans-Pacific service between San Francisco and the Orient (North American Line) as well as a large number of vessels in its freight service on this route. In addition to this it operates three great freight carriers, which have accommodations for first, second and third-class passengers on its South American line, operating between the west coast of South America (as far south as Valparaiso) and the Orient, touching at Central American, Mexican and North American ports enroute.

The passenger fleet of the North American line consists of the following:

Shinyo Maru, triple screw, 22,000 tons;

Siberia Maru, twin screw, 20,000 tons;

Nippon Maru, twin screw, 11,000 tons;

Tenyo Maru, triple screw, 22,000 tons;

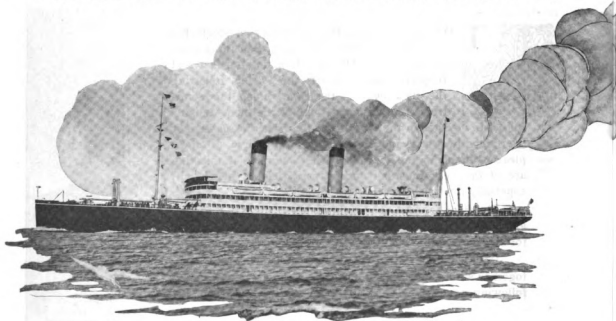
Korea Maru, twin screw, 20,000 tons;

Persia Maru, single screw, 9,000 tons.

DESCRIPTION OF STEAMERS.

The Shinyo and Tenyo Maru are sister ships of 22,000 tons displacement. They are driven by triple screw turbine engines which account for an utter absence of vibration and a speed of 21 knots per hour. These ships are as finely equipped in every detail as the best first-class hotels on shore, and leave nothing to be desired in service or table. The total length of the deck areas measures almost a mile, giving ample opportunity for exercise and promenade.

The Korea Maru and Siberia Maru are somewhat smaller than the above mentioned, being of 20,000 tons displacement and are driven by twin screw engines. They



S. S. Shinyo Maru

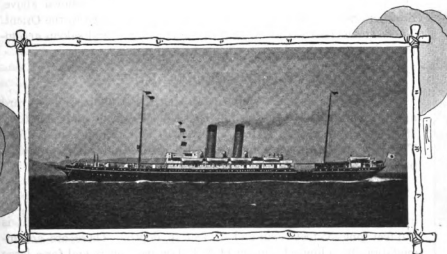
were built especially for the trans-Pacific trade and are exceptionally comfortable.

The Nippon Maru, 11,000 tons, and the Persia Maru, 9,000 tons, are called the intermediate steamships and have accommodations for 110 first-class passengers. The passenger accommodations are amidships, all rooms being located on the upper and bridge decks, thus affording plenty of light and ventilation. All rooms are large and well furnished. There are numerous baths and lavatories which afford ample accommodations for all passengers. One class of saloon passengers only (first-class) is carried. On these ships they have all the privileges of the steamer heretofore accorded to the passengers of steamers carrying first-class passengers including dining room, music room, promenade decks, etc.

The route traversed by the Toyo Kisen Kaisha ships is through smooth semi-tropic waters and the balmy days and nights permit of life in the open air, on the broad decks nearly every hour of the voyage—a fact to be considered by travelers in selecting the route for their trans-Pacific voyage.

RATES AND ARRANGEMENTS.

The table of rates which appears on page 70 is subject to change without notice. Travelers are requested to call upon the nearest agents as shown on other pages in order to secure positive information in planning their trip.



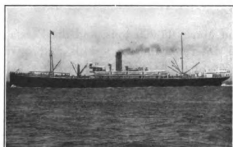
S. S. Nippon Maru.

RAIL BETWEEN PORTS OF JAPAN.

Passengers holding first-class through tickets who desire to avail themselves of the overland rail journey from Yokohama to Kobe to Nagasaki can obtain such transportation free on application to the Purser, but no refund or allowance will be made for the unused part of the steamer ticket.

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S. S. ANYO MARU
One of the big steamers on the South American Line.

Toyo Kisen Kaisha Trans-pacific Service to South America

In connection with Transpacific service to North America, Toyo Kisen Kaisha also operates a line of steamers from Hongkong to Valparaiso (South America) via Moji, Kobe, Yokohama, Honolulu, San Francisco, San Pedro (Los Angeles), Salina Cruz, Balboa (Ancon), Callao, Arica and Iquique.

The steamers on this line are in through round trip service between China and Japan ports and Southern Chile via San Francisco and west coast ports of North and South America, as shown above. Steamers do not call at San Pedro on their return voyage to the Orient. These steamers are all new and of the latest type and saloon accommodations are offered on them at reduced rates.

S. S. "ANYO MARU"

The Anyo Maru was built in 1913 at the Mitsubishi Dockyard and Engine Works, Nagasaki, and has a displacement of 18,500 tons. It is 466 feet in length, 58 feet in breadth, with a depth of 38 feet. The Anyo Maru has accommodations for first, second and third-class passengers.

S. S. "KIYO MARU"

This steamer is of 17,200 tons displacement. It was built in 1910 in the Mitsubishi Dockyard and Engine Works at Nagasaki. It is 470 feet long, 55 feet beam and 31 feet in depth. There are accommodations for a limited number of first-class passengers and for a large number of second and third-class.

S. S. "SEIYO MARU"

This vessel is 14,000 tons displacement and was built by Russell & Company, Port Glasgow, in 1913. It has accommodations for first, second and third-class passengers. It is 404 feet in length, with a breadth of 52 feet.

The following schedule of sailings for 1917 and 1918 is subject to change without notice, supersedes all other issues to date.

SAILING SCHEDULE OF SOUTH AMERICAN LINE

(SCHEDULE No. 9-A.)

1917-1918

ISSUE OF NOV. 12th, 1916.

Superseding all issues to Date.

Subject to Change Without Notice.

OUTWARD

PORTS	Leave Arrive	A.M. or P.M.	STEAMERS			
			KIYO MARU Voy. 16	ANYO MARU Voy. 9	SEIYO MARU Voy. 9	KIYO MARU Voy. 17
Hongkong.....	Leave	P.M.	July 11	Sept. 11	Nov. 8	Jan. 9
Moji.....	Arrive	A.M.	" 16	" 16	" 14	" 15
	Leave	A.M.	" 17	" 17	" 15	" 16
Kobe.....	Arrive	A.M.	" 18	" 18	" 16	" 17
	Leave	P.M.	" 19	" 19	" 17	" 18
Yokohama.....	Arrive	A.M.	" 21	" 21	" 19	" 20
	Leave	P.M.	" 25	" 25	" 23	" 24
Honolulu.....	Arrive	A.M.	Aug. 9	Oct. 9	Dec. 8	Feb. 8
	Leave	P.M.	" 9	" 9	" 8	" 8
Hilo.....	Arrive	P.M.	" 10	" 10	" 9	" 9
	Leave	P.M.	" 11	" 11	" 10	" 10
San Francisco.....	Arrive	A.M.	" 20	" 20	" 19	" 19
	Leave	P.M.	" 22	" 22	" 21	" 21
Los Angeles.....	Arrive	A.M.	" 24	" 24	" 23	" 23
(San Pedro)						
Salina Cruz.....	Leave	P.M.	" 26	" 25	" 24	" 25
	Arrive	A.M.	Sept. 3	Nov. 2	Jan. 1	Mar. 5
	Leave	P.M.	" 3	" 2	" 1	" 5
Balboa.....	Arrive	P.M.	" 9	" 7	" 7	" 11
(Panama)						
Callao.....	Leave	P.M.	" 10	" 9	" 9	" 12
	Arrive	A.M.	" 16	" 15	" 15	" 18
	Leave	P.M.	" 21	" 20	" 20	" 23
Arica.....	Arrive	A.M.	" 26	" 25	" 25	" 28
	Leave	P.M.	" 26	" 25	" 25	" 28
Iquique.....	Arrive	A.M.	" 27	" 26	" 26	" 29
	Leave	P.M.	" 28	" 27	" 26	" 29
Valparaiso.....	Arrive	P.M.	Oct. 2	Dec. 1	" 30	Apr. 2

OUTWARD

PORTS	Leave Arrive	A.M. or P.M.	STEAMERS			
			KIYO MARU Voy. 16	ANYO MARU Voy. 9	SEIYO MARU Voy. 9	KIYO MARU Voy. 17
Valparaiso.....	Leave	P.M.	Oct. 4	Dec. 3	Feb. 1	Apr. 4
Iquique.....	Arrive	A.M.	" 13	" 12	" 10	" 13
	Leave	P.M.	" 15	" 14	" 12	" 15
Callao.....	Arrive	P.M.	" 18	" 18	" 15	" 18
	Leave	P.M.	" 19	" 19	" 16	" 19
Balboa.....	Arrive	P.M.	" 26	" 26	" 23	" 26
(Panama)						
Salina Cruz.....	Leave	P.M.	" 27	" 27	" 24	" 27
	Arrive	A.M.	Nov. 2	Jan. 2	Mar. 2	May 3
	Leave	P.M.	" 2	" 2	" 2	" 3
San Francisco.....	Arrive	A.M.	" 12	" 12	" 13	" 13
	Leave	P.M.	" 14	" 14	" 15	" 15
Honolulu.....	Arrive	A.M.	" 24	" 24	" 25	" 25
	Leave	P.M.	" 24	" 24	" 25	" 25
Yokohama.....	Arrive	A.M.	Dec. 12	Feb. 10	Apr. 12	June 12
	Leave	P.M.	" 16	—	—	—
Kobe.....	Arrive	A.M.	" 18	—	—	—
	Leave	P.M.	" 21	—	—	—
Moji.....	Arrive	P.M.	" 22	—	—	—
	Leave	P.M.	" 24	—	—	—
Hongkong.....	Arrive	P.M.	" 29	—	—	—

Subject to change without notice and passengers should ascertain from the Company's agents at ports, the exact date and hour of departure.

HEAD OFFICE:—Tokyo, Japan.

Telegraphic Address "TOYOKISEN."

GENERAL OFFICE:—Yokohama.

Hongkong.
Toyo Kisen Kaisha, King's Building.

Salina Cruz, Mexico.
Guillermo Quijano,
Tehuantepec National Railway Co.

Moji, Japan.
Mitsui Bussan Kaisha.

City of Mexico.
N. Kobayashi.

Kobe, Japan.
Toyo Kisen Kaisha, No. 83, Kyo-machi.

Balboa, Panama.
Panama Agencies Co.

Honolulu, T. H.
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Lima, Peru.
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Toyo Kisen Kaisha, Merchant's National
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San Pedro, Los Angeles.
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Nitrate Agencies.

Manzanillo, Mexico.
Felmon F. Gurza, National Railway of
Mexico.

Iquique, Chile.
Nitrate Agencies.

Valparaiso, Chile.
W. R. Grace & Co.





TOYO KISEN KAISHA maintains its own agents in the principal cities of the world, thus enabling travelers to secure definite information regarding rates and sailings at all times. The full list of these representatives is given below, and they will be glad to give any service in their power to those who request their assistance. As these men are all recognized authorities on travel matters, travelers will find it to their advantage to avail themselves of their service and advice whether their plans are for the transpacific journey or for travel in America or any other country in the world.

TOYO KISEN KAISHA
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General Office: Yokohama

San Francisco Office:
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625 Market St.

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C. M. Evans, 309-314 Brown Marx Bldg.

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J. F. Ryan, 218 Old South Bldg.
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GENERAL OFFICES FOR THE UNITED STATES:
Merchants National Bank Bldg., 625 Market St., San Francisco
W. H. AVERY, Asst. Gen. Manager K. DOI, Manager A. O. NELSON, Gen. Pass. Agent

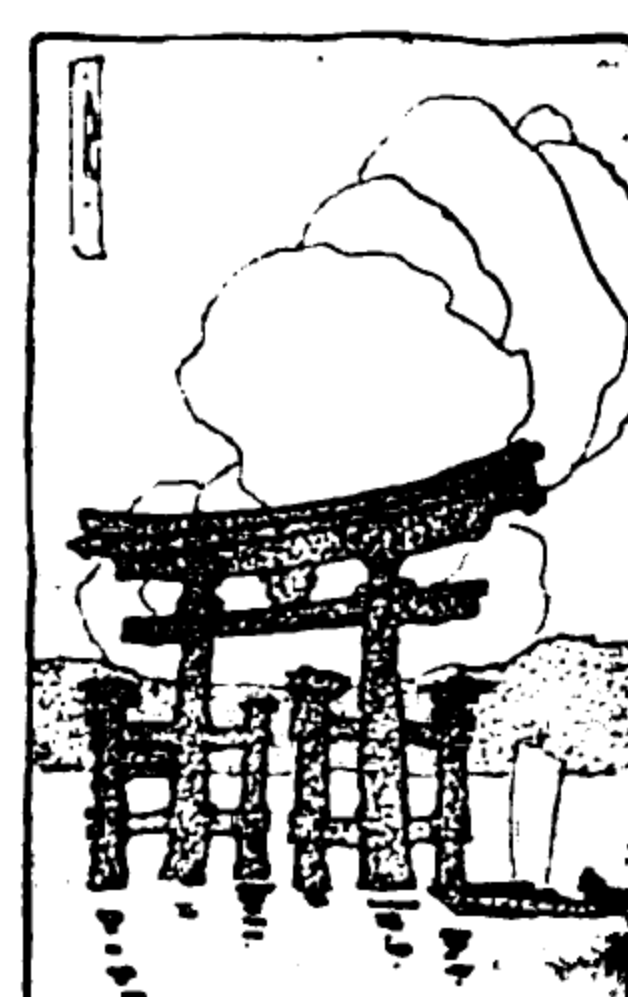
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Yokohama.....Toyo Kisen Kaisha.

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OR THEIR AGENTS:**

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Railway Exchange Bldg.
J. F. Thompson, General Agent, Frt.
Dept., 1133 Railway Exchange Bldg.
New York..Geo. C. Dillard, Gen. East. Pass. Agt.,
377 and 1232 Broadway.
Robert H. Mills, General Eastern Frt.
Agent, 377-379 Broadway.
St. Louis...Geo. C. Chambers, G. A., Pass. Dept.,
209 North 7th Street.
J. C. Sartelle, General Agent, 209
North 7th Street.

Southern Pacific Company:
Chicago....W. G. Neimyer, Gen. Agt., 31 West
Jackson Blvd.
New York..L. H. Nutting, G. E. Pass. Agent, 39
and 366 and 1158 Broadway
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FARES FROM SAN FRANCISCO TO (Subject to change without notice)	FIRST CLASS				
	Applying by Steamers SHINYO MARU TENYO MARU KOREA MARU SIBERIA MARU			Applying by Steamers NIPPON MARU PERSIA MARU	
	Single Trip	12 Mos. Round Trip	Mis- sion- aries	Single Trip	12 Mos. Round Trip
YOKOHAMA, JAPAN.....	\$200.00	\$350.00	\$175.00	\$150.00	\$262.50
KOBE, ".....	207.50	363.15	181.60	157.50	275.65
NAGASAKI, ".....	222.50	389.40	194.70	171.00	299.25
SHANGHAI, CHINA.....	225.00	393.75	196.90	175.00	306.25
††MANILA, P. I.	250.00	437.50	218.75	195.00	341.25
HONG KONG.....	250.00	437.50	218.75	195.00	341.25
FROM HONOLULU TO—					
YOKOHAMA, JAPAN.....	150.00	262.50	131.25	135.00	236.25
KOBE, ".....	157.50	275.65	137.85	142.50	249.40
NAGASAKI, ".....	171.00	299.25	149.65	156.00	273.00
SHANGHAI, CHINA.....	175.00	306.25	153.15	160.00	280.00
††MANILA, P.I.	200.00	350.00	175.00	180.00	315.00
HONGKONG.....	200.00	350.00	175.00	180.00	315.00

SAILING SCHEDULE 1917-18

(Subject to change without notice.)

OUTWARD

STEAMER	Voy. No.	Leave San Fran.	Leave Honolulu	Arrive Yoko- hama	Leave Kobe	Leave Naga- saki	Leave Shang- hai	Leave Manila	Arrive Hong- kong
Persia Maru.....	11	Oct. 29	Nov. 6	Nov. 19	Nov. 24	Nov. 26	.....	.....	Nov. 30
Korea Maru.....	6	Nov. 9	Nov. 15	Nov. 26	Dec. 2	Dec. 4	.....	Dec. 10	Dec. 12
Siberia Maru.....	7	Nov. 20	Nov. 26	Dec. 7	Dec. 13	Dec. 15	.....	Dec. 21	Dec. 23
Tenyo Maru.....	47	Nov. 30	Dec. 6	Dec. 17	Dec. 23	Dec. 25	.....	Dec. 31	Jan. 2
Nippon Maru.....	81	Dec. 15	Dec. 23	Jan. 4	Jan. 9	Jan. 11	.....	.....	Jan. 15
Shinryo Maru.....	32	Dec. 28	Jan. 3	Jan. 14	Jan. 20	Jan. 22	.....	Jan. 28	Jan. 30
Persia Maru.....	12	Jan. 12	Jan. 20	Feb. 2	Feb. 7	Feb. 9	.....	.....	Feb. 13
Korea Maru.....	7	Jan. 23	Jan. 29	Feb. 9	Feb. 15	Feb. 17	.....	Feb. 23	Feb. 25

HOMEWARD

STEAMER	Voy. No.	Leave Hong- kong	Leave Shang- hai	Leave Naga- saki	Leave Kobe	Leave Shim- idzu	Leave Yoko- hama	Leave Hono- lulu	Arrive San Fran.
Siberia Maru.....	6	Oct. 15	Oct. 18	Oct. 20	Oct. 22	.....	Oct. 25	Nov. 4	Nov. 10
Tenyo Maru.....	46	Oct. 26	Oct. 29	Oct. 31	Nov. 2	.....	Nov. 5	Nov. 15	Nov. 21
Nippon Maru.....	80	Nov. 10	.....	Nov. 15	Nov. 17	.....	Nov. 20	Dec. 1	Dec. 8
Shinryo Maru.....	31	Nov. 23	Nov. 26	Nov. 28	Nov. 30	.....	Dec. 3	Dec. 13	Dec. 19
Persia Maru.....	11	Dec. 7	.....	Dec. 12	Dec. 14	.....	Dec. 17	Dec. 29	Jan. 5
Korea Maru.....	6	Dec. 19	Dec. 22	Dec. 24	Dec. 26	.....	Dec. 29	Jan. 8	Jan. 14
Siberia Maru.....	7	Dec. 31	Jan. 3	Jan. 5	Jan. 7	.....	Jan. 10	Jan. 20	Jan. 26
Tenyo Maru.....	47	Jan. 11	Jan. 14	Jan. 16	Jan. 18	.....	Jan. 21	Jan. 31	Feb. 6
Nippon Maru.....	81	Jan. 23	.....	Jan. 28	Jan. 30	.....	Feb. 2	Feb. 13	Feb. 20
Shinryo Maru.....	32	Feb. 6	Feb. 9	Feb. 11	Feb. 13	.....	Feb. 16	Feb. 26	Mar. 4
Persia Maru.....	12	Feb. 22	.....	Feb. 27	Mar. 1	.....	Mar. 4	Mar. 16	Mar. 23
Korea Maru.....	7	Mar. 6	Mar. 9	Mar. 11	Mar. 13	.....	Mar. 16	Mar. 26	Apr. 1

NOTE—The dates of departure, as above given, are sometimes changed through unavoidable circumstances. Passengers should ascertain from the Company's Agents at their port of embarkation the exact date of departure.

Stay of Steamers—The stay of steamers at intermediate ports of call is about as follows: Honolulu 12 hours, Yokohama outward 72 hours, homeward 48 hours, Kobe outward 24 to 48 hours, homeward 12 hours; Nagasaki 12 hours, Shanghai 12 hours, Manila 48 hours. These figures are approximate and subject to change as the requirements of schedule may demand.

Honolulu—Under the United States Coastwise Shipping Laws only vessels flying the American flag can carry local traffic to and from Honolulu, and the steamers of the Toyo Kisen Kaisha being of foreign registry, cannot carry local passengers to and from Honolulu, but passengers holding through tickets beyond Honolulu are allowed to be carried by these steamers and, if the class of transportation held by them permits of lay-overs, they can remain at Honolulu for a period not exceeding thirty (30) days.

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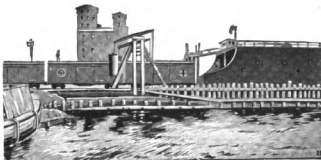
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JAPAN has frequently been asked to publish railroad time tables for the information of its readers, but owing to the fact that railroad time tables are subject to change without notice, has found it impracticable to do so. The best way for any one interested in the arrival and departure of any train or boat is to get in direct connection with the offices of that company.

In the following directory will be found the correct address, telephone number and name of the general agent of the leading railroad and steamship offices in San Francisco, who will be glad to furnish any information desired about the movement of trains or ships:

Atchison, Topeka & Santa Fe Ry.—Ticket Office, Executive and General Offices, Santa Fe Building, B. W. cor. Market and Second Sts. James B. Duffy, Genl. Agt. Phone Sutter 7600.
Amador Central R. R.—Office 709 Balboa Bldg. Phone Sutter 2713.
Big Four Ry.—Office Monadnock Bldg. Phone Sutter 3264.
T. F. Hartnett, Pacific Coast Agent.
Baltimore & Ohio R. R.—Office 643 Market St. Palace Hotel.
Phone Kearny 2138. H. C. Pinnell, Pacific Coast Agent.
Canadian Pacific Ry.—Office 645 Market St., Palace Hotel.
Phone Sutter 1585. F. L. Nason, General Agent Passenger Department.
Canadian Northern Ry.—Office 516 Santa Marina Building.
Wm. F. Barry, General Agent. Phone Sutter 4857.
Colorado Midland Ry.—Office Monadnock Bldg. Phone Sutter 2035. C. L. Brown, General Agent.
Cleveland, Cincinnati, Chicago & St. Louis Ry.—Office Monadnock Bldg. Phone Sutter 3264. T. F. Hartnett, Genl. Agt.
California Central R. R.—Office Crocker Bldg. Phone Sutter 544. P. P. Unger, General Agent.
Chesapeake & Ohio Ry.—Office Hearst Bldg. Phone Kearny 5013. William H. Louis, General Agent.
Chicago & Eastern Illinois R. R.—Office Monadnock Bldg. Phone Sutter 1758. Chase Hall, General Agent.
Chicago & Alton R. R.—Office Sheldon Bldg. Phone Sutter 1099. L. J. Comstock, T. P. & F. A.
Chicago, Burlington & Quincy R. R.—Office 685 Market Street. Phone Kearny 3669. H. H. Swearingen, General Agent.
Colorado & Southern R. R.—Office 685 Market Street. Phone Kearny 3669. H. H. Swearingen, General Agent.
Chicago, Rock Island & Pacific Ry.—Office 691 Market Street. Phone Sutter 817. F. W. Thompson, General Agent.
Chicago, Milwaukee & St. Paul Ry.—Office Chronicle Building. Phone Sutter 3220. Charles H. Miles, Dist. Passenger Agent.
Chicago Great Western Ry.—Office 201 Monadnock Bldg. Phone Kearny 2559. J. H. Lyman, General Agent.
Chicago & Northwestern Ry.—Office 675 Market Street. Phone Kearny 2735. R. E. Ritchie, General Agent Pacific Coast.
Cook, Thomas & Sons (Cook's Tours)—Office 689 Market Street. Phone Kearny 3512. Charles A. Stokes, Agent.
Delaware, Lackawanna & Western R. R. Co.—Office 461 Market Street. Phone Douglas 3454. H. A. Jarman, General Agent.
Denver & Rio Grande System—Office 665 Market Street, Palace Hotel. Phone Sutter 1651. R. V. Crowder, General Agent.
Empire Line—Office 521 Monadnock Bldg. Phone Sutter 1373. F. H. Madison, General Agent.
El Paso & Southwestern Ry.—Office Monadnock Bldg. Phone Kearny 626. F. B. Winship, General Agent.

(Continued on page 83)

Who's Who in International Trade Circles.

(Continued)

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(Continued from page 81)

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E. A. Scneff, General Agent.
Frisco Lines—Office Monadnock Bldg. Phone Sutter 1758.
Charles Hall, General Western Agent.
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Phone Kearny 2148. G. W. Colby, General Agent.
Grand Trunk Ry. System—Office 687 Market Street. Phone
Kearny 1603. Frank W. Hopper, General Agent.
Gulf Coast Lines—Office 213 Hearst Building. C. F. Norton,
Commercial Agent. Phone Kearny 4910.
Illinois Central R. R.—Office Crocker Bldg. Phone Kearny
1131. C. Haydock, General Agent.
Kansas City, Mexico & Orient R. R.—Office Hearst Bldg.
Phone Sutter 1108. J. R. Holcomb, General Agent.
Kansas City Southern R. R.—Office Sheldon Bldg. Phone
Sutter 135. M. S. Smith, General Agent.
Key Route—City Ticket Office and Information Bureau, Ferry
Bldg. Phone Sutter 2339.
Lake Tahoe & Truckee Ry. and Transportation Co.—Rialto
Bldg., Mission and New Montgomery Sts. Phone Sutter 5818.
Lehigh Valley Ry.—Office Monadnock Bldg. Phone Sutter
6060. H. C. Ewing, General Agent.
McCloud River R. R.—Office Flood Bldg. Phone Kearny 3289.
D. M. Swobe, General Agent.
Minneapolis & St. Louis Ry.—Office Monadnock Bldg. Phone
Sutter 1127. E. L. Jones, General Agent.
Mt. Tamalpais Scenic R. R.—Office 209 Pacific Bldg. A. G.
Ingram, Passenger Agent. Phone Sutter 5190.
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Kearny 5913. Joseph McIlroy, General Agent.
Missouri Pacific Ry.—Office 665 Market Street, Palace Hotel.
Phone Sutter 1651. A. R. Malcolm, General Agent.
New York, Chicago & St. Louis R. R. (Nickel Plate R. R.)—
Office Hearst Bldg. Phone Kearny 5913. Jay W. Adams,
Pacific Coast Agent.
Northwestern Pacific Ry.—Office Phelan Bldg. Phone Garfield
2530. J. J. Geary, General Freight and Passenger Agent.
New York Central Lines—Office 689 Market Street. Phone
Kearny 3240. Carlton C. Crane, General Agent Passenger
Department.
Northern Pacific Ry.—Office 685 Market St. Phone Kearny
1873. T. K. Stateler, General Agent Passenger Department.
Ocean Shore R. R.—General Office 52 Eleventh Street. Phone
Market 46. I. N. Randall, General Manager. City Ticket
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Pere Marquette R. R.—Office Sheldon Building. Phone Sutter
135. W. E. Andrews, Commercial Agent.
Pennsylvania R. R. System—Office 22 New Montgomery. Phone
Douglas 91. H. A. Buck, General Agent.
Raymond Whitcomb Tours—Office Monadnock Bldg. Phone
Kearny 3269. F. E. Ayer, Pacific Coast Agent.
Roscoe Snyder & Pacific Ry.—Office Monadnock Bldg. Phone
Kearny 3224. R. C. Melvin, General Agent.
Southern Railway—Office Sheldon Bldg. Phone Douglas 5464.
J. M. Harrison, General Agent.
St. Louis, Iron Mountain & Southern Ry.—Office 665 Market
Street. Phone Sutter 1651. A. R. Malcolm, General Agent.
St. Louis Southwestern Ry.—Office 507 Postal Telegraph Bldg.
Phone Sutter 1065. H. P. Door, General Agent.
St. Louis & San Francisco R. R.—Office Monadnock Bldg.
Phone Sutter 1758. C. Hall, General Agent.
Southern Pacific Company—Offices Market and Powell Streets,
Flood Bldg. H. G. Prewtress, District Passenger Agent.
Market and New Montgomery Streets, Palace Hotel, Charles
Foy, Agent. Phone Sutter 6300.
Los Angeles & Salt Lake R. R. (Salt Lake Route)—Office 643
Market St., Palace Hotel. Phone Douglas 3614. L. A. Casey,
General Agent.
Sunset Route—Office General Agent, Passenger Department,
Flood Bldg. Phone Sutter 980. Phil K. Gordon, Genl. Agt.
Texas & Pacific Ry.—Office 506 Postal Telegraph Building.
Phone Sutter 978. S. C. Nash, Pacific Coast Agent.
Tonopah & Goldfield Ry.—Office Sheldon Bldg. Phone Sutter 135.
Tonopah & Tidewater R. R.—Office Monadnock Bldg. Phone
Sutter 1127. W. B. Hinchman, General Agent.
Toledo, St. Louis & Western R. R.—Office 681 Market Street.
Phone Kearny 3224. G. L. Townsley, General Agent.
Union Pacific System—Office 673 Market. Phone Sutter 2940.
S. F. Booth, General Agent.
Wabash R. R.—Office Monadnock Bldg. Phone Kearny 645.
W. M. Price, General Agent.
Western Pacific R. R.—Office 665 Market St., Palace Hotel.
Phone Sutter 1651. R. V. Crowder, General Agent.
Washington Sunset—Office Hearst Bldg. Phone Kearny 2507.
J. N. Harrison, Pacific Coast Agent.

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Admiral Line—Office 112 Market St. Phone Sutter 7800. (See
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American Line to Southampton and Liverpool—Office 319 Geary
Street. Phone Garfield 1955. T. H. Larke, General Agent.
American Mexican Steamship Co. & Trading Company—Office
149 California Street. Phone Sutter 5018.
Arrow Line—430 Sansome Street. Phone Kearny 2600. Swayne
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Atlantic Transport Company—Office 319 Geary Street. Phone
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(Continued on page 85)

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 Boston-Pacific Line—Office 230 California Street. Phone Douglas 3100.
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 California South Sea Navigation Co.—Office Cali Bldg. Phone Douglas 2118. R. J. Trodden, Passenger Agent.
 California Transportation Company (Steamers to Sacramento and Stockton)—Office Jackson Street Pier. Phone Douglas 766.
 California Navigation & Improvement Co.—Office Washington Street Wharf. Phone Kearny 442. C. D. Clarke, Genl. Mgr.
 Compagnie General Transatlantique—Office 601 Market St. Phone Sutter 7600. James B. Duffy, Cabin Agent.
 Cunard Steamship Line—Office 501 Market St. Phone Sutter 6720.
 Dominion Line (Montreal and Portland, Me., to Liverpool)—319 Geary Street. Phone Garfield 1955. T. H. Larke, General Agent.
 Emerald Line—Pier 17. Douglas 3000.
 French Line—James B. Duffy, Cabin Agent. 601 Market Street. Phone Sutter 7600.
 Gulf Mail S. S. Co.—1 Drumm Street. Phone Sutter 3086.
 Holland American Line (New York, Rotterdam and Boulogne)—319 Geary Street. Phone Garfield 1955. T. H. Larke, General Agent.
 Hamburg America Line—Office 200 Stockton Street. Phone Kearny 5200. A. Winkler, General Agent.
 Harrison Direct Line—350 California St. Phone Sutter 6427.
 International Mercantile Marine Company—Office 319 Geary Street. Phone Garfield 1955. T. H. Larke, General Agent.
 Italian Steamship Lines—Office 34 Columbus Avenue. Phone Kearny 1923. Zappettini-Perasso Co., General Pacific Coast Agents.
 Java-Pacific Line—Office 601 Market St. Phone Sutter 648.
 Leyland Line (Boston to Liverpool)—Office 319 Geary Street. Phone Garfield 1955. T. H. Larke, General Agent.
 Luckenbach S. S. Co.—Merchants Exchange Bldg. Phone Sutter 4160.
 Monticello Steamship Company—Office north end Ferry Building. Phone Sutter 371.
 Matson Navigation Company—Office 268 Market Street. Phone Garfield 2730. M. J. Lindsey, General Passenger Agent.
 National Steamship Company—Office Crocker Bldg. Phone Sutter 6170.
 Nederland Royal Mail and Rotterdam Lloyd—Office 601 Market St. Phone Sutter 648. L. F. Cockroft, G. P. A.
 North German Lloyd Steamship Company—Office 250 Powell Street. Phone Kearny 4794. Robert Capelle, General Agent Pacific Coast.
 Northern Navigation Company—Office 310 Sansome Street. Phone Kearny 3690. W. W. Kincaid, General Passenger Agent.
 Norway Pacific—Merchants Exchange Building. Phone Sutter 5090.
 Oceanic Steamship Company—Office 601 Market Street. Phone Sutter 648. L. F. Cockroft, General Passenger Agent.
 Oriental S. S. Co.—625 Market St., 4th floor. Phone Sutter 8100.
 Osaka Shosen Kaisha—625 Market Street. Phone Sutter 1894.
 Panama-Pacific Line—Office 319 Geary Street. Phone Garfield 1955. T. H. Larke, General Agent.
 Pollard Steamship Company—Office 244 California Street. Phone Kearny 123. Sol Davis, Passenger Agent.
 Pacific Steamship Company—Office 653 Market Street. General office 112 Market Street. E. G. McMicken, General Passenger Agent. Phone Kearny 492.
 Pacific Mail Steamship Company—Office 508 California Street. W. A. Young, Jr., General Passenger Agent. Phone Sutter 7480.
 Russian-American Line—Office 250 Market Street. Phone Douglas 1782. F. J. Rennie, Passenger Agent.
 Red Star Line—Office 319 Geary Street. Phone Garfield 1955. T. H. Larke, General Agent.
 Royal Mail Steam Packet Co.—Office 689 Market Street. Phone Kearny 3512. Thomas Cook & Son, General Passenger Agents for Pacific Coast. Charles E. Stokes, Pacific Coast Agents.
 Scandinavian-American Line—Office 250 Market Street. Phone Douglas 1782. J. F. Rennie, Passenger Agent.
 Sudden & Christiansen—Office 110 Market Street. Phone Kearny 4895. Capt. I. N. Hibbard, General Manager.
 Southern Pacific Atlantic Steamship Line—Sunset Route. Flood Bldg. Phone Sutter 980. P. K. Gordon, Genl. Agt.
 San Francisco & Portland S. S. Co.—Office 679 Market Street. Phone Sutter 2344.
 Toyo Kisen Kaisha (Oriental Steamship Co.)—625 Market Street. Entire Fourth Floor. Arthur O. Nelson, General Passenger Agent. Phone Sutter 8100.
 Union Steamship Co. of New Zealand, Ltd.—Office 230 California St. Phone Douglas 3100. Hind, Rolph & Co., General Agents.
 West Coast S. S. Line—683 Market St. Phone Sutter 1680.
 White Star Line—Office 319 Geary Street, opposite St. Francis Hotel. Phone Garfield 1955. T. H. Larke, Passenger Agent.

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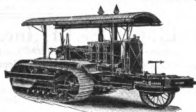
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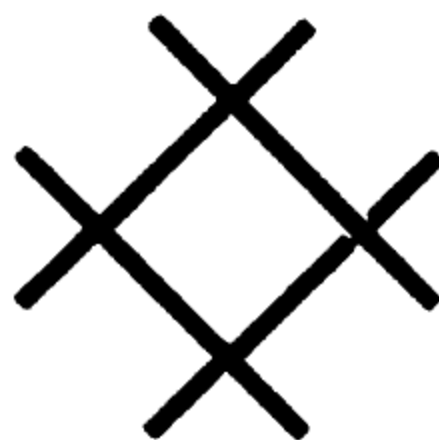
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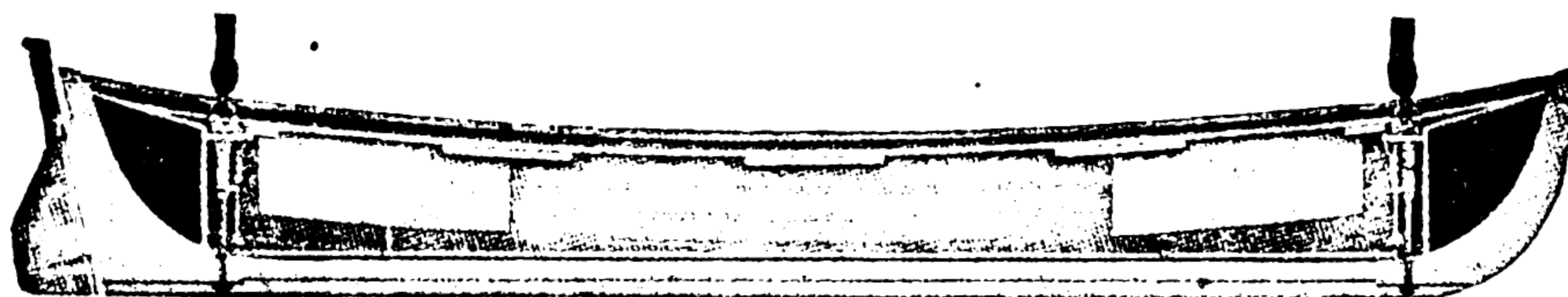
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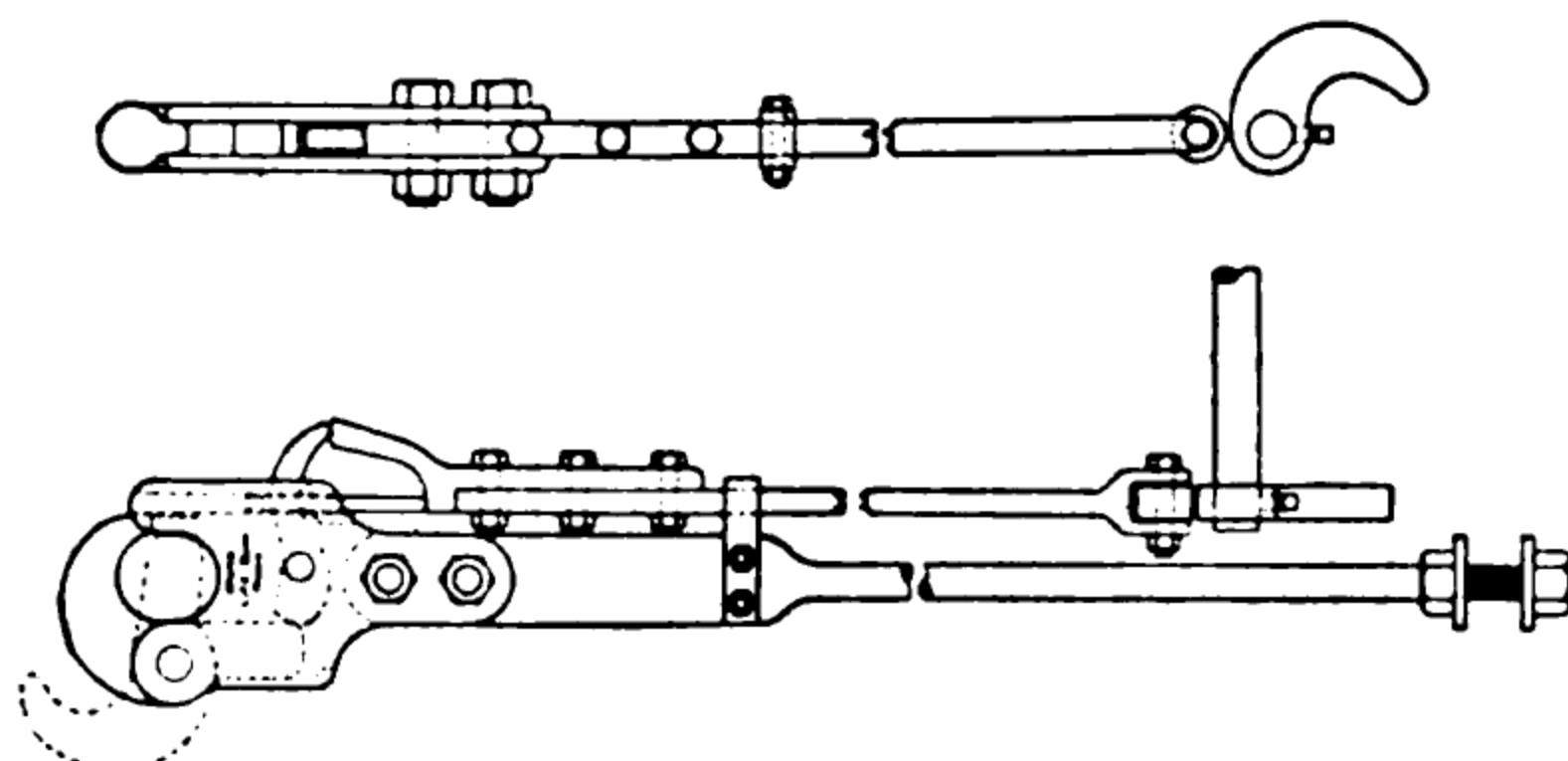
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EDITORIAL.

(Continued from page 39.)

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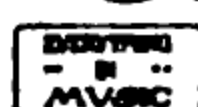
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Japan and the War.

(Continued from page 33)

others these merely exist, possessing no industrial skill. From an industrial point of view they are most primitive and useless. But these can be industrialized if necessary help can be properly supplied from without. The task concerns 950,000,000 human beings. It is not easy. It will require the best of knowledge, skill and capital that we possess as well as the natural resources that lie untouched in the Orient. Industrialization will result in an expansion of the productive capacity of that number of people. It will bring about an increased output of wealth. With the acquisition of industrial skill and efficiency, these people will naturally command a larger income. Such are the benefits that will save that portion of humanity from their precarious hand-to-mouth existence. It will also create a new market. Of course, the knowledge, skill and capital applied in the process will receive their due compensation.

More specifically the members of this commission propose to American capital and enterprise to jointly develop the vast store of natural resources in China, Manchuria and Korea, and to industrialize their 400,000,000 inhabitants. In order to bring about such a co-operation between the United States and Japan some of the members of the commission suggest the following as preliminary steps:

First, to organize an international chamber of commerce composed of the representative business men of America and Japan. Its object is to furnish reliable information to each other, to correct misleading information and to settle possible disputes that might arise in business dealings and trade relations.

Second, to improve and increase banking facilities for the assistance of trade between America and Japan. That this is needed is admitted by all.

Third, to make joint investments of capital to develop natural resources of the Orient. What that means to America, Japan, and humanity is, I hope, clear by this time.

These are some of the concrete suggestions that the commission brings for serious consideration by American merchants, manufacturers and capitalists. But the commission also seeks suggestions from the people of this country, so that Japan and America can together render needed services efficiently to mankind at large.

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Some Interesting Places of Japan.

(Continued from page 24)

(as shown in engraving). It is one of the three most beautiful scenes in Japan. Can be viewed from shore or small boats, which are for hire. On the Tokyo-Sendai line of Imperial Govt. Railways.

Hakodate—An open port on the Island of Hokkaido. It has 99,000 inhabitants and is quite a resort. It is four hours by steamer from Aomori across the straits, which is 457 miles from Tokyo on the Tokyo-Aomori line of the Imperial Govt. Railways. Engraving shows view of harbor.

Sapporo—A city of 97,000 inhabitants—northernmost city of any importance in Empire. Here is located the Agricultural College of the Imperial University (shown in engraving), also museum and botanical gardens. Hokkaido is the home of the Ainu, a fast disappearing tribe who early settled here. Sapporo is 696 miles from Tokyo via Aomori and Hakodate and is 179 miles from Hakodate on the Hokkaido line of the Imperial Govt. Railways.

Mining District—As shown in the engraving, this district contains many of the large mining properties of the Empire. Copper and other metals are mined here in great quantities.

Kashiwazaki—A large town sprawling along the shore of the Japan Sea—its environs thickly dotted with oil tanks, as this is the center of the oil producing industry of the country. It is on the Nagano line of the Imperial Govt. Railways.

Kanazawa—This city of 127,000 people is 161 miles from Kyoto. It is close to some of the famous peaks of the Japanese Alps. A magnificent public garden, known as the Sixfold Garden, is one of its attractions. It is on the line of the Imperial Govt. Railways.

Kyoto—Ancient capital of Japan and inseparably associated with Japanese history. Center of art and famed for its temples, shrines, and remarkable natural beauties. The Imperial Palace formerly occupied by the Mikado is here, as are the superb golden and silver pavilions. A part of one of the temples is shown in engraving. It is 311 miles from Yokohama and 47 miles from Kobe, on the main line of the Imperial Govt. Railways.

Amano-Hashidate—The third of the three most beautiful places of Japan. A long narrow peninsula covered with quaint pine trees on its white sands and extending nearly two miles into the sapphire sea. In color and form it is indescribable and should be seen by every traveler; 97 miles from Osaka on the Imperial Govt. Railways.

Nara—26 miles from Kyoto is Nara, one of the most picturesque spots in Japan. It was the Capital for 84 years and the temples, shrines and parks are most attractive to visitors. Imperial Govt. Railways serves it. The engraving shows the great pagoda.

Kobe—The great shipping port on the Inland Sea. A busy city of 430,000 inhabitants. A favored winter residence, because of its pleas-

(Continued on page 98.)

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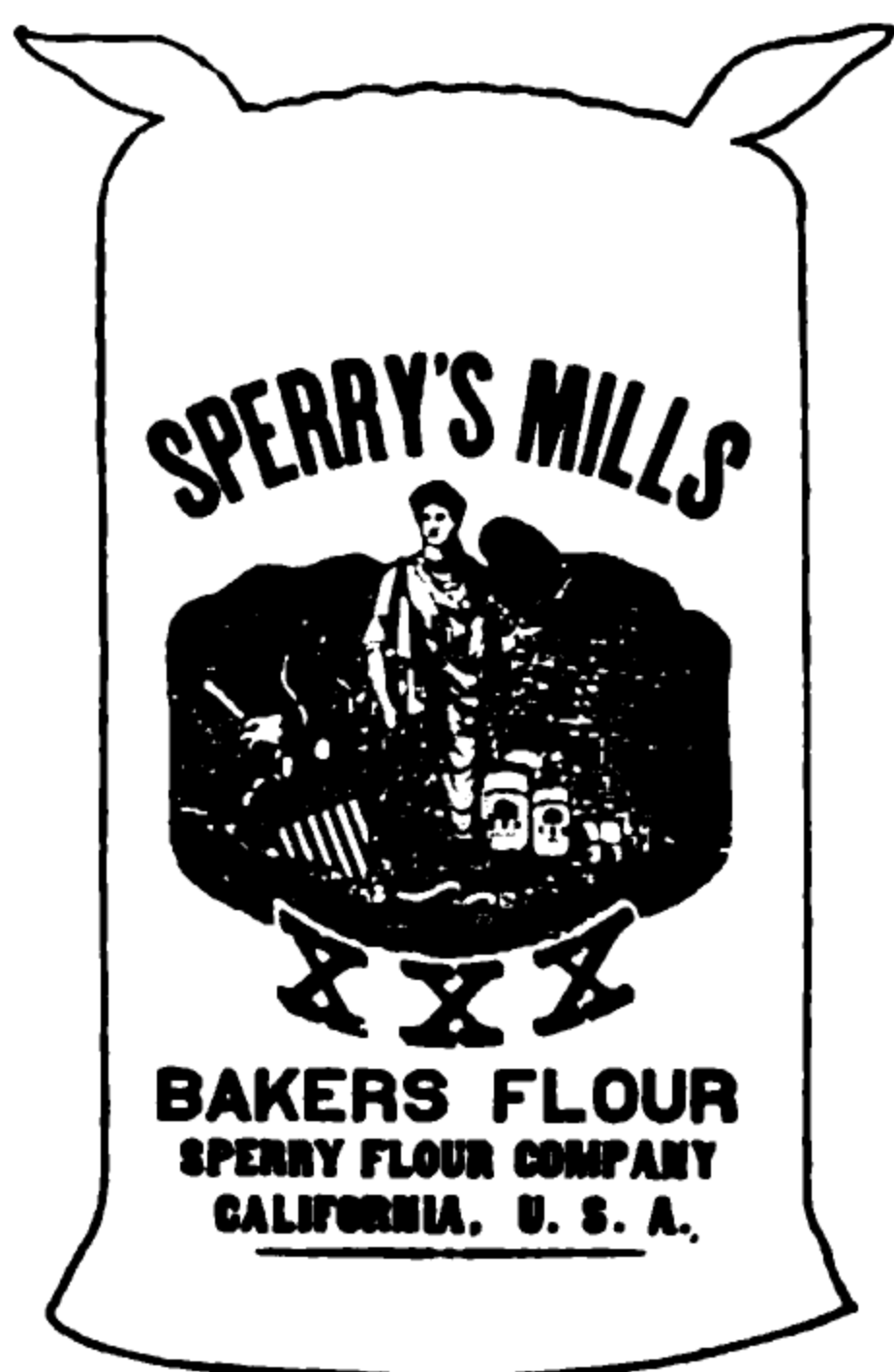
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(Continued from page 97.)

ant climate. Engraving shows Oriental Hotel, which is situated directly on the Bund and is one of the finest in the Far East. Reached by ship or over Imperial Govt. Railways.

Izumo-taisha—The San-in line of the Imperial Govt. Railways runs from Kyoto northward to the Japan Sea, thence westward along the coast to Taisha (245 miles) where the "Great Shrine" is situated. The Izuma Taisha shrine covers 19 acres. It rivals all others in being the most ancient and venerable shrine of the Shinto faith. Engraving shows part of main building.

Miyajima—From Kobe to Miyajima over San-yo line of Imperial Govt. Railways is 203 miles. Miyajima is an island about one-half mile from shore and has a great Shinto temple, so built that it appears to be floating on the water. Its giant Torii or gateway (shown in engraving) is familiar to all, standing in the water 528 feet from shore. Miyajima is famed for its blossoms, its shrines, its deer park, curious bridges and seashore scenes.

Shimonoseki—Eastern entrance to Inland Sea and port of departure for Chosen and Siberia. Engraving shows San-yo Hotel, operated by Imperial Govt. Railways, which Shimonoseki is the terminal of the San-yo line.

Moji—Important coal export port—northern terminus of the Kyuhshu branch of Imperial Govt. Railways. It is 164 miles from Nagasaki and connects by ferry with Shimonoseki across the straits. It is the eastern entrance of Inland Sea and exceedingly picturesque in scenery.

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Interesting Places of the United States

(Continued from page 44)

Pike's Peak as does also an automobile boulevard. Reached by the Denver and Rio Grande, Union Pacific System, Missouri Pacific Railway, and Santa Fe at Colorado Springs.

Denver—The "mile high capital" of Colorado and one of America's favorite tourist cities. Surrounded by giant peaks and proudly titled "the Gateway to Twelve United States National Parks." Reached by Union Pacific, Burlington Route, Rock Island Railroad, Missouri Pacific, Denver, Rio Grande and Santa Fe.

Royal Gorge—A tremendous chasm with walls towering a thousand feet above the river which surges through the bottom. Railroad tracks follow the stream affording wonderful views. Special sightseeing cars. On line of the Denver and Rio Grande Railroad.

Petrified Forest—A wonderful formation of giant trees turned into stone in some far off cataclysm of nature. On the line of the Santa Fe Railway.

Mesa Verde National Park—What the pyramids are to Egypt, the ancient cliff dwellings, built in bygone ages are to America. In Mesa Verde National Park are wonderful cities and groups of buildings built by these early day architects, which command the admiration of modern builders. Reached by Denver & Rio Grande R. R.

Other U. S. National Parks in the West are: Sully's Hill, North Dakota, Wind Cave National Park, South Dakota.

Chicago—The great manufacturing city of the Middle West and one of the most interesting of America's industrial centers. Engraving shows a bit of its Lake Front park overlooking Lake Michigan.

Kansas City—Another great industrial center of the Middle West, famous as a railroad terminal and

also noted for its immense stock yards and packing plants. Engraving shows a portion of the stock yards.

St. Louis—A very important manufacturing and commercial city on the Mississippi River. The largest city in the State of Missouri. Engraving shows one of its main business streets.

Galveston, Texas—Important shipping point on the Gulf of Mexico. One of the largest cotton export points in America. Has a fine harbor and is also noted as a winter resort. Reached by Southern Pacific and Santa Fe railroads.

New Orleans—One of the historic cities of America, situated on the Mississippi not far from the mouth. An immense shipping point, being the greatest cotton center in the world. Engraving depicts a river steamer loading cotton. On line of Southern Pacific and Santa Fe railroads.

Detroit, Michigan—The world's greatest automobile manufacturing center. Illustration depicts one of the great automobile plants.

Pittsburg, Pa.—Everybody knows that Pittsburg is the steel center of the world. Illustration depicts part of the mills.

Washington, D. C.—Capital of the United States. Illustration depicts capitol building there.

Niagara Falls—One of the great wonders of the world, of which every traveler has heard. Reached by New York Central Lines.

Philadelphia—Interesting city famous for its great industries and shipping. One of the historic cities of America. Engraving shows Independence Hall.

Boston—Famous as a seat of culture and learning, as well as a great business place. Engraving shows Bunker Hill Monument.

New York—The great metropolis of the new world, which presents an irresistible fascination to all visitors. Engraving shows Statue of Liberty at harbor mouth.

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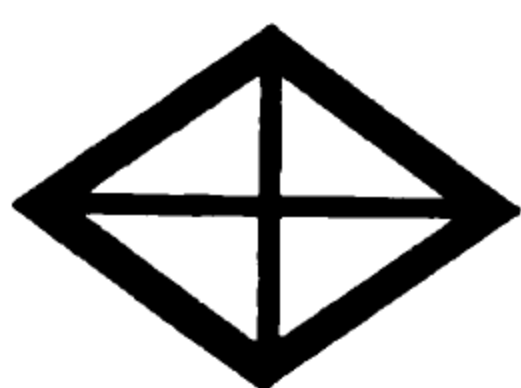
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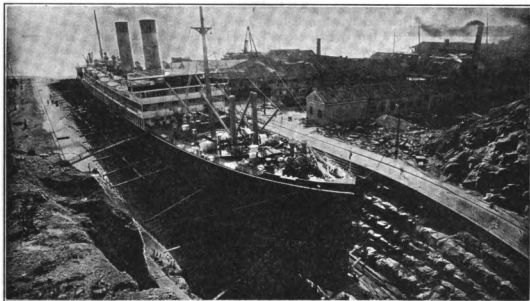
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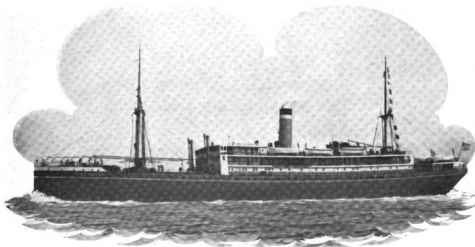
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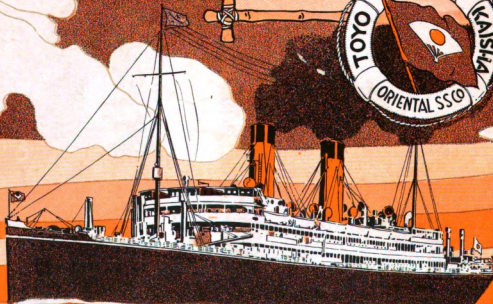
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